

The Long Island **FISHERMAN**

The Largest Weekly Sportfishing Magazine in the United States!

February 26th, 1981 ★ Volume 16, Number 8 ★ 16th Year of Publishing ★ SEVENTY-CENTS

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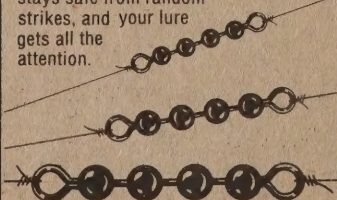
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EDITORIAL

WETLANDS ACQUISITION IN NEW YORK STATE

In recent weeks there has been considerable discussion about the New York State wetlands acquisition program that began in 1972 with the passage of a bond issue to provide funds for purchase of available wetlands. Many of these discussions and stories have been critical of the State, and especially the Department of Environmental Conservation. The critics say that the State has been dragging its heels and many wetlands that could have been purchased are no longer available. Some of the accusations have stated that only \$6 million out of a possible \$18 million has been used to date. The monies of the bond issue were to have allowed for the purchase of about 5,000-acres of wetlands and yet, to date, only 1,750-acres have been purchased.

These are some of the key criticisms and it is probably a reality of modern life that the State could have acted faster and that by this time some amount of additional wetlands beyond the 1,750-acres mentioned would have already been purchased. However, let's be realistic! In today's world of complex bureaucracy and economic entanglements how much additional land could have been acquired? Ten acres? Fifty acres?

Perhaps one needs to back up to the mid-1960s in order to understand the present situation a little better. The State saw the wetlands acquisition system as perhaps the only alternative to unlimited development. That point of view was popular because until that point few governments or towns or agencies had expressed any real interest in saving wetlands. However, much has changed since 1965. Since the mid-1960s the Federal Government has acquired wetlands; states have too. Town governments have purchased them or taken them over, as have counties, and private groups such as the Nature Conservancy. Thus, many more acres have been secured from development over the past decade-and-a-half than would have been if all the bond issue money had already been used! That changes things considerably.

We also have new laws to protect the wetlands from further decay. We at The Fisherman strongly support this legislation in New York State. However, with additional interest in purchase comes speculation by those people who are unscrupulous enough to attempt to make excessive profits on the sale of wetlands at the expense of the habitats and the rest of the citizens of the State.

We were concerned about these charges when we heard them and so we felt compelled to investigate. The publication has a long history of supporting bond issues for wetlands acquisitions and for laws protecting wetland habitats. We have invested considerable time and money on this support. If the program was being sold down the drain we wanted to find out how and begin the fight to turn that around pronto! What we found was that there isn't really an issue—save the obvious that bureaucracies should, and could be less bureaucratic.

How can things get complicated by a complex modern world? Okay, take one case where 75-acres on Great South Bay were sought for acquisition. Before you wonder why the State would go after a 75-acre parcel, let's tell you that there are very few large parcels left. They have been purchased and secured by one of the groups and governments listed above or have long been destroyed. Please remember that we only have about one-third of the original wetlands that existed in the United States when Europeans first settled here. The rest has long since been filled, dredged, or dug! If the 75-acres are prime wetlands, then they could be important wetlands. We need every acre! Guess how many owners were turned up for this 75-acres? FIFTY. Now, each of these must be contacted and negotiations must proceed one at a time. To make matters worse, often the owners live out of state or even out of the country!

Then take the case of 100-acres in Brookhaven Township. TWO HUNDRED AND THIRTY owners. Is that unreal? It turns out that this parcel is owned by people who won their little piece of wetlands years ago in a newspaper promotion scheme. They all must be contacted and each situation negotiated. When there is a willing buyer, then the price goes up. The State needs to be careful that the money isn't spent needlessly and, therefore, top dollar requests can't be automatically granted without investigation and consideration.

Has any of the money been diverted, we asked? NO. Of course, it is true

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About the Cover—

Saltwater fly-rodding continues to gain in popularity as anglers discover the challenge offered by the "long rods." For a look at what's new in this growing field, see the article on page 18. Photo by Gary Diamond.

COMING
NEXT
WEEK:

JUNGLE TARPON

Richard Reina
PUBLISHER

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ASSOCIATE EDITOR

Pete Barrett
CONTRIBUTING EDITOR

W.A. Muller
MANAGING EDITOR

Stu Miller
ADVERTISING MANAGER

Tim Coleman
CONTRIBUTING EDITOR

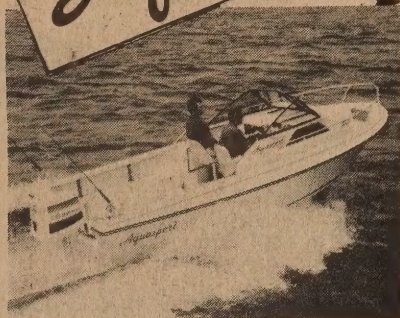
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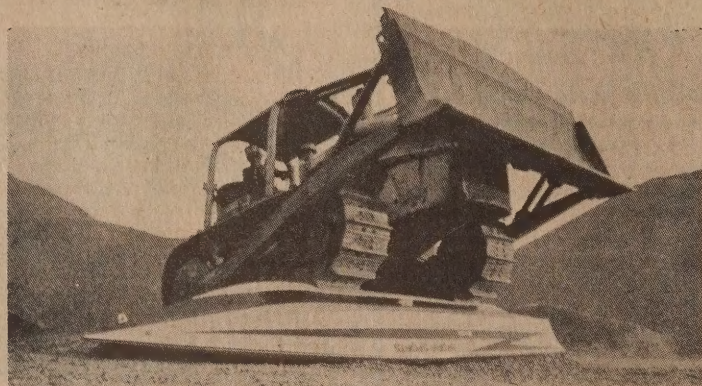
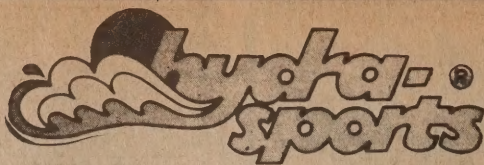
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Mr. Rosado will give professional tricks and tips to sportsmen, tackle your fishing problems and answer questions drawing on his extensive knowledge of sport fishing.

LONG ISLAND DIVE ASSOC. GATHERING L.I. WRECK INFO

The Long Island Dive Association has been formulated by a group of scuba divers, dive clubs, dive shops and charter boat captains in an attempt to promulgate scuba diving on Long Island.

LIDA has as its main aim, the formal acceptance of scuba diving as a legal sport by the local authorities. It hopes by legislative contacts to make scuba diving a permissible sport within the bounds of state parks and other restricted properties. LIDA hopes to gain wider acceptance of scuba as a sport by the general public by volunteering, as a group, their services in many public activities. This fall, the diving members have committed themselves to the research project "S.S. Savannah." This project, has as its aim, the finite location and possible recovery of the "S.S. Savannah," the first transatlantic steamship that foundered off the Long Island shore.

With the best waters in New York State for scuba diving, LIDA is presently submitting to the Long Island Chamber of Commerce (Tourism Board) information about the underwater world and wrecks of Long Island for inclusion in their publicity releases.

Interested in helping or joining? Call Lou Arceri, 669-5280 (home), 661-1685 (office); or Gerta Fritz, 667-0336.

ATTENTION!!

Would **Harvey L. Freund** and **Victor Sierra** please contact Linda at L.I.F., (516) 725-4200, Ext. 16. I need more information concerning where to send your subscriptions. Thank you.

INFORMATION NEEDED!!

Would **A. Panariello, Jr.**, please call Linda at The Fisherman, (516) 725-4200, Ext. 16. Need information from you.

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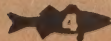
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CLUB NEWS

BAY SHORE TUNA CLUB

The Annual Children's Awards Dinner was held on Saturday night, January 17, 1981 at Timber Point Country Club.

Flounder: Richard Miller and Mark Congallo. MACKEREL: David Stella-to and Mark Congallo.

WEAKFISH: Nancy Fraser and Ken Schwicke. FLUKE: Edward Wills, Jr. and Peter Wills. BONITO: Thomas Bohner. BLUEFISH: Edward Wills, Jr. and Kurt Koncelik. COD: Valarie Espenschied and Edward Wills, Jr. OTHER SHARK: Valarie Espenschied (blue).

Largest Fish by a Girl: Valarie Espenschied; By A Boy: Edward Wills, Jr.

Monthly Award Winners: March—Mark Congallo; April—Stacey Miller; May—Ken Schwicke; June—Edward Wills, Jr.; July—Jeanine Souhrada; August—Thomas Bohner; September—Kurt Koncelik; Nov.—Valarie Espenschied.

Other awards to be handed out will be the trophies for the Annual Week Long Contests.

Adult Winners:

Flounder—Carl Miller and Amarel Bento; Weakfish—Walter Boren and Fred Wills. Tuna—Richard Bohner and Sal Sciarrino; Blackfish—Carl Miller; Cod—Edward Wills and Fred Wills. Anything Goes for Women Only—Chris Souhrada and Carol Cook.

Child Winners:

Flounder—Richard Miller and Mark Congallo; Weakfish—Ken Schwicke and Kurt Koncelik; Fluke—Anthony

Bento and Denise Kuszelewicz; Cod—Valarie Espenschied and Edward Wills, Jr.

Bay Shore Mako Runoff Award: Ray Azzato.

ATLANTIS ANGLERS

The Atlantis Anglers held their Annual Awards Dinner Dance on January 24, 1981 at the Coral House in Baldwin. The following members won trophies:

Striped bass and weakfish—Fuzzy Wengler; flounder and fluke—Pete Gattus; codfish and albacore—Carmine Farese; blackfish—Fuzzy Wengler; tuna—Mark Kaufman; bluefish—Bill Kost; tiger shark—Irv Silberger.

The most outstanding fisherman of the year was Pete Gattus. Special congratulations to the following associate members: Steven Zaretsky, Andrew Oppenheimer, Andrew Caracciola, Elaine Gattus, Gail Kost, Wendy Martin.

Election of officers was held at the regular monthly meeting. Congratulations to the new officers, who are as follows:

President: Irv Silberger
Vice-Pres: Steve Grasso
Rec. Sec'y: Neil Jacobson
Corr. Sec'y: Bill Duncan
Treasurer: John Oppenheimer
Fishing Committee: Mark Kaufman and Fuzzy Wengler
Entertainment: Jack Spina
Public Rel.: Allan Zaretsky

The next regular meeting will be on March 24, 1981. There are a few openings left for new membership. For information, call Allan Zaretsky, (516) 796-3982 after 7PM.



BOATING

BOATING COURSE

A 12-session safe boating course will be given by the U.S. Coast Guard Auxiliary 12-3 starting Wednesday evening, February 25, 8PM at the Glen Cove High School, Dosoris Lane. The course is free and is open to both sail and powerboat enthusiasts.

Subjects to be covered include basic seamanship, use of the compass, rules of the road, chart reading and safe boating practices. Further information may be obtained by calling Public Education Officer, Mr. Harvey Notov at 681-0993.

BOATING SAFETY COURSE

Flotilla 11-4 of the Coast Guard Auxiliary will be holding its annual Boating Safety and Seamanship Course at Kingsbrough Community College. Registration for the course begins on March 3, 1981. Classes will be held in the Science Building Room S163, Tuesday evenings from 8PM to 10PM. The course consists of 13 lessons and will cover Sailor's language, safe boating, and trailering, boat handling, legal requirements, marine engines, sailing, weather, rules of the road, aids to navigation, charts and compass, marlinspike, radiotelephone, first aid, drown-proofing, and final exam.

At the end of the course, students will receive a Certificate of Course Completion from the Coast Guard Auxiliary.

For more information contact, Dr. Saul Zimmerman, 212-332-5447.

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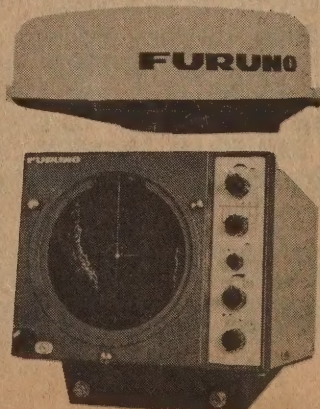
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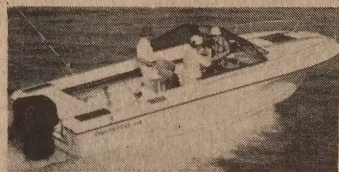
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For more info, contact the Orvis Company, Inc., Manchester, Vermont 05254.



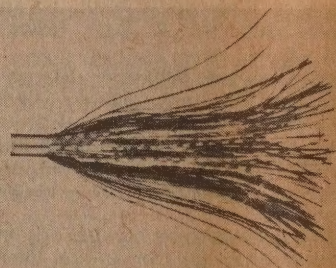
SPARE TIRE MOUNT FROM LORWIN

The spare tire is a pain on RVs, pick-ups, and 4x4s mounted in the rear, underneath, and especially inside. It's either inaccessible or a rattling annoyance. Mounted on the front, it's not only easy to get at, but out of the way and much safer.

The front mounted tire has many other advantages, such as providing better circulation of air for the radiator by pulling air into the sides through the venturi effect. Safety is provided by easy access to the rear doors and no crawling under the vehicle to get at the spare. Not only that, it makes a great seat while working on the engine.

The Lorwin Triple Rim Carrier is a heavy-duty steel constructed carrier. It not only provides all of the advantages listed above, but the tire can be locked on, it acts as a grill guard; all this while permitting freedom for installation of a heavy duty trailer hitch. It is a high quality product selling for \$49.50.

Contact your dealer for the Lorwin Triple Rim Carrier, or write: Lorwin Enterprises, 7012 Morse Avenue, No. Hollywood, CA 916;5 for the name of the nearest dealer, or more information. Dealer inquiries invited.



ARBAGAST'S NEW REFLECTIVE HULA SKIRTS

New reflective Myler® plastic Hula Skirts recently introduced by the Fred Arbogast Co., pick up and reflect light, adding a lifelike, swimming "flash" which closely resembles the look of a frantically moving baitfish, according to Dick Kotis, company president.

Available in 2 1/2" and 3 1/2" sizes in solid gold, silver, red, green, and blue, the Arbogast reflective Hula Skirts also come in a variety of two-color combinations including red-silver, red-gold, green-silver and green-gold. The new skirts can be used with all Arbogast as well as other models of skirted lures.

NEW "BAIT-WALKER"

Gapen's World of Fishin', Inc. of Big Lake, Minnesota 55309 announces a new 10 oz. Bait-Walker for use on saltwater species. Like all other Bait-Walker sinker rigs, this new 10 oz. version is snagfree, holds lures and live bait off the bottom, or can be used as a downrigger from small boats on conventional tackle.

Research shows only four ounces of rod tip pressure was created by this new deep-water trolling rig. Thus, standard rods and reels (sturdy models) can be used to work water depths of 85' to 115'.

Nine sizes of Gapen's original Bait-Walkers from 1/4 oz. to 10 oz. are now available.

A 24-page booklet on how-to-use Gapen's Bait-Walker sinker rigs is now available at no charge.



NATIONAL SCENE

"Real" Sportsmen's Shows

by Al Ristori

One of the fondest memories of my boyhood was the annual trip into New York for the Sportsmen's Show. Those shows were a magic garden of fishing tackle displays, along with booths promoting fishing in remote and wonderful places—and, to top it off, a surfcaster versus swimmer contest in the main pool. At night I'd stagger home under the burden of a bag full of brochures, which my mother would implore me to dump in the garbage. The weeks following were spent in detailed inspection of all that literature, interspersed by some delightful daydreaming.

Alas, the wonder of youth eventually turned into the disillusionment of maturity. The "modern" Sportsmen's Show in New York had turned into a huckster's carnival. Almost all the tackle firms left, and there was little reason to attend the show unless you wanted to buy a sausage, or spend another quarter to see the "world's largest horse." Eventually people tired of such flimflam, and the New York Sportsmen's Show faded away entirely.

For those like me who treasure the value of a true sportsmen's show, there is a silver lining on the clouds. On the weekend of January 31-February 1, I appeared at the Ava Tackle booth in the New York National Sportsmen's Expo, held at the Nassau Veteran's Memorial Coliseum in Uniondale, Long Island. I really didn't expect much, but was pleasantly surprised at the great number of exhibitors (all of which were fishing and hunting oriented) and the big crowds. This show isn't anywhere near the size of the old New York Sportsmen's Show, but Pete Fershtman has done an excellent job in getting it rolling—and I'm sure that next year's show will be even better.

Coming up is another sportsmen's show that already has it made. The World Fishing & Outdoor Exposition will be held for the fourth year at the Rockland Community College Field House in Suffern, New York from February 25 through March 1. I remember attending the first show that Paul Fuller put on at this location, and was surprised that he ever came back. The show itself was small, but promising—and completely outdoor-oriented. However, a big snowstorm hit the area on Friday and made travel all but impossible until the closing on Sunday. I was in Florida when the show was held the

following year, but did drop in just before leaving last year. What I saw really amazed me. From the "ruins" of that first virtually snowed-out show, it had grown into a first class operation that will keep you busy for hours on end!

There are more manufacturers and distributors (over seventy) exhibiting at the Exposition than at any other show in the East. Among the nationally known companies are Abu-Garcia, Daiwa, Olympic, Shimano, Fenwick, Penn, Cortland, Quick, Scientific Anglers, Childre, Shakespear, Berkley, Heddon, and Eagle Claw. Added to this is an extensive schedule of clinics and demonstrations. Among those appearing will be Ernest Schwiebert, Hank Parker, Dave Whitlock, Ken Schultz, and Yours Truly.

Ernie Schwiebert, famous trout angler and author, will really go into the exotic with a program on trout fishing in Argentina, at 6PM Saturday and another on salmon fishing in Norway, at 1:30 p.m. Sunday. Hank Parker, winner of the 1979 BASS Classic, will put on bass clinics at 8:30 p.m. Wednesday and 8PM Thursday. Dave Whitlock will provide a fly casting demonstration at 7:30 p.m. Thursday and a nymph fishing clinic at 8:30 p.m. Friday. Ken Schultz, associate fishing editor of "Field & Stream," will do a program on Canadian fishing for pike and wall-eyes at 7:30 p.m. Saturday.

Say "Hello" at Suffern!

Your reporter will be putting on two slide presentation clinics. The first will fill you in on how to go about

catching a tuna in the Mud Hole. After having two outstanding fall runs in a row (at the very time that tuna fishing to the North has been dropping off), we're looking forward to another big season. If you've ever had the desire to tangle with the strongest fish in the seas, this year may be the time to do it. Whether you want to try it on your own, charter, or even fish from a party boat—this clinic should prove valuable to you. Join me at 1:30 p.m. Saturday, February 28.

The second clinic will be on a subject near and dear to most readers: striped bass fishing. That presentation will be made at 4:30 p.m. Sunday, March 1. In addition to the clinics, I'll once again be appearing at the Ava Tackle booth Saturday and Sunday to answer any of your questions. It was a real pleasure to meet so many "Fisherman" readers at the Uniondale Show, and I'll be looking forward to talking with more of you at Suffern.

Getting to the Exposition is easy. From New Jersey take the Garden State Parkway north to the New York Thruway (I-87) and go just one exit north to Exit 14B (Airmount Road), then follow signs to the college. From New York take the Tappan Zee Bridge and I-87 to Exit 14B, or the George Washington Bridge to the Palisades Parkway (exit just as you cross the bridge) to I-87. Parking at the college is free, and adult admission is a very modest \$3.50 (children under 12 are \$1.50). Show hours run from 4PM to 10PM Wednesday and Thursday, February 25, 26; 2PM to 10PM

(Continued on page 35.)

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FISH TALK

BEACH FOLLIES

by William A. Muller

BEACH FOLLIES! Catchy phrase, isn't it? But we can't take credit for inventing it. Instead, we gleaned it from John Sheridan, General Manager of the Long Island State Parks and Recreation Commission. John first used this turn of words while referring to a variety of weird misuses of beach access to the parks. Oddly enough our first letter today addresses itself to just this topic. William A. Rutter of Lindenhurst writes: "I have enjoyed your many articles in LIF the past few years and I believe that your magazine has been of great influence to the citizens of Long Island, politicians, and other so-called leaders who are now more aware of the need to preserve and protect the fisheries in Long Island waters. I have a little axe to grind. I am a beach fisherman without a buggy. Last August, I encountered some difficulties with four-wheel drive vehicles while fishing from the surf at Democrat Point. I usually use two rods. One I put in the spike and I cast with the other (this way I have a light tackle outfit and a heavier one at my disposal). Last year I had to run back to my spiked rod again and again in order to avoid losing it to four-wheel drive vehicles which were driving fast close to the water line without regard to people or property. Finally, what I feared came to pass. While I was fumbling with a fluke on one rod, a vehicle came flying along and destroyed my spiked rod and reel. These same people are ruining the dunes by carelessly driving without regard to the track. Dr. Muller, are these vehicles allowed to run anywhere on the beach that they see fit to ruin? Aren't they supposed to stay in the worn track? I have never seen the park police and I wonder why they don't enforce regulations better. This stretch of beach also suffers from litter deposited by boats and beach users. I wonder if during the winter months an article couldn't be written to explain the rules and regulations that apply in the parks and the reasons why we need to protect the beaches. Thank you for allowing me to take the time to explain this, but I needed to get this off my chest."

IN RESPONSE. You've asked some darn good questions and of course we agree that all of us need to be more careful about the protection of our natural habitats and the conservation of our wildlife. Thanks for the kind introductory paragraphs. We have

tried to influence leaders and to educate them as well about how Long Island is unique. We've won some and we've lost some, but we always hope to be more helpful to our leaders and successful in the future. I have a couple of questions for you. You say nothing in your letter about taking down the license plate number of the vehicle that ran your rod and reel down. Why Not? With that information you could have filed a complaint and perhaps sued for the money to replace the tackle you lost. One of the reasons why enforcement is so bad is that citizens are reluctant to take down specific information and then make a report and file a complaint. I don't mean to be too critical, but enforcement people can't do this thing alone. If we aren't willing to stand up and be counted, do we really have a right to expect proper enforcement?

NO PARK OFFICERS. It isn't unlikely that you didn't see an enforcement officer during your fishing trips because there simply aren't very many police and this is a problem shared by every city, state, and agency that has an enforcement division. Why? Not enough money! Therefore, we can't be too quick to assume that the police aren't doing their job or that they don't care: it may be an invalid and unfair assumption.

THERE ARE RULES! You bet there are rules that govern the use of four-wheel drive vehicles on the park beaches and it is the responsibility of the L.I.S.P.R.C. to enforce those rules. For the last couple of years, a committee of surf fishermen has been counseling the L.I.S.P.R.C. on matters relating to beach access for surf fishermen and we have reviewed the matter of enforcement again and again. It is very important to understand that the vast majority of those who misuse the beaches with vehicles are not surf fishermen. A careful joint review of the situation by the Committee and the Commission has shown beyond any doubt that those who abuse are not surf fishermen (of course, there are always a few exceptions). Therefore, winter issue articles that talk about the rules and the proper use of the beaches will not get the message to those who need it most. Now, periodically we do discuss these matters in feature articles, our columns, and in editorials—especially for newcomers who

may not be familiar with the rules. The Commission also reviews these with fishermen when permits are secured. Thus, those who abuse the beaches are there to have a good time at the expense of fishermen, the habitat, and the wildlife.

NEW CONTROL MEASURES. Thus, during the past several years, we have worked out new control procedures with the Commission which we hope will reduce this kind of situation tremendously. We are confident that they will work. No system, however, is one hundred percent effective and, therefore, if all surf fishermen cooperate by reporting violations and taking a few minutes to record necessary information, we'll get closer to one hundred percent.

RAIDS IN 1980! You may be interested to know, however, that park officials did stage periodic raids of the beaches from time to time. Several were done in August and they were quite successful. Hundreds of tickets and arrests were handed out or made during these raids. Thus, Commission officials are concerned and something was done to try and apprehend violators.

WE AGREE. Thanks for the letter, Bill. Your observations were shared by many fishermen. Legitimate users of the parks are becoming fed up with the wanton abuse heaped on us and the environment by those who simply care about nothing but themselves. With your help, the help of thousands of surf fishermen and the Commission, we'll make progress with this and other problems.

REFERRED BY MATT AHERN. Recently, a reader wrote to Matt Ahern about surf fishing. Matt referred the letter to me and we'll try to help Henry Cowen out. "I am writing to you because of frustration that I and a handful of fishermen have had recently. The frustration began about two hours ago and I sat down to write this as soon as I got home. It was about 5:30 p.m. and I went down to the rocks behind my apartment in Brooklyn to try some surf fishing. I have been making morning and evening fishing trips lately to this spot. Lately, bass, blues, and weaks have been smashing RedFins, tins, and poppers. Since there is only one month left to my fishing season, I try not to let the weather be a factor. I was alone and the sky threatened rain. I made about five casts when it began to rain. Suddenly, I saw a

thrash on the surface of the water. At first, I thought it might be a whitecap, but then there was another, and another, and another. I couldn't tell what kind of fish they were. It was raining hard now and I was getting wet, but I kept fishing. The fish must have fed there for thirty minutes and I finally left without success and the fish were still feeding. I am confused about some of the things that I observed tonight. Can you help?" What follows are a list of questions. We'll take them one at a time.

"CAN I CATCH BLUES, BASS, AND WEAKS in the surf?" You bet! If you didn't think you could, why were you fishing? For a better feel of this surf fishing business, why not read the **Surf Fishing** column regularly. We have employed many surf experts to discuss where to, how to, and why to!

"ARE SURFACE PLUGS LESS EFFECTIVE AT NIGHT?" In your letter you mention that you tried to use poppers and tins in the dark. These are not the best nighttime lures, although from time to time they do work. You probably also worked them too fast, applying daytime techniques to the night. Surface swimmers are very effective at night. Swimmers like the RedFin and Rebel are very good, but they must be worked very slowly at night. However, there is no such thing as a perfect lure and there are times when surface feeding fish will not hit anything that you throw at them. We don't always know why, but some reasons include lures that are too big or too small for the bait in the area, presence of "fire" in the water, lures retrieved at the wrong speed, etc.

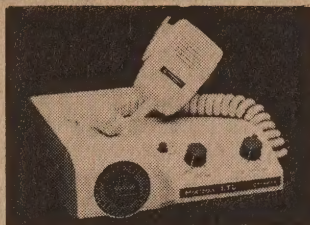
"THEY HAVE DREDGED THE CREEK to make it deeper for boats to get in and out. Will this affect my fishing?" Indeed, the dredging of a body of water will affect your fishing. Frequently small water masses that do not hold game fish will suddenly come alive with them after dredging as game fish suddenly discover a "new" source of food. The deeper water makes it easier for them to get in and out, and the water on the falling tide takes the smells of waiting bait out into the harbor, bay, or ocean and draws game fish in to feed.

"IF THE FISH COME BACK, WILL THEY BE in the same place?" Who knows for sure. Bass tend to be habitual. That is, they return to feed in the same areas again and again. Commonly, instead of herding the bait, they will seek out areas where they can ambush it and wait for the tide to bring it to them. Blues, on the other hand (and to a lesser extent weaks) tend to chase the bait in a frenzy and therefore, may never feed in the same place two days in a row. There are, however, many exceptions! One really needs to see the area and get a "feel" for it. Certain spots look bassy while others don't. In certain topographies one might guess with some confidence that the fish will return. It takes some study.

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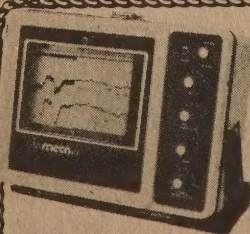
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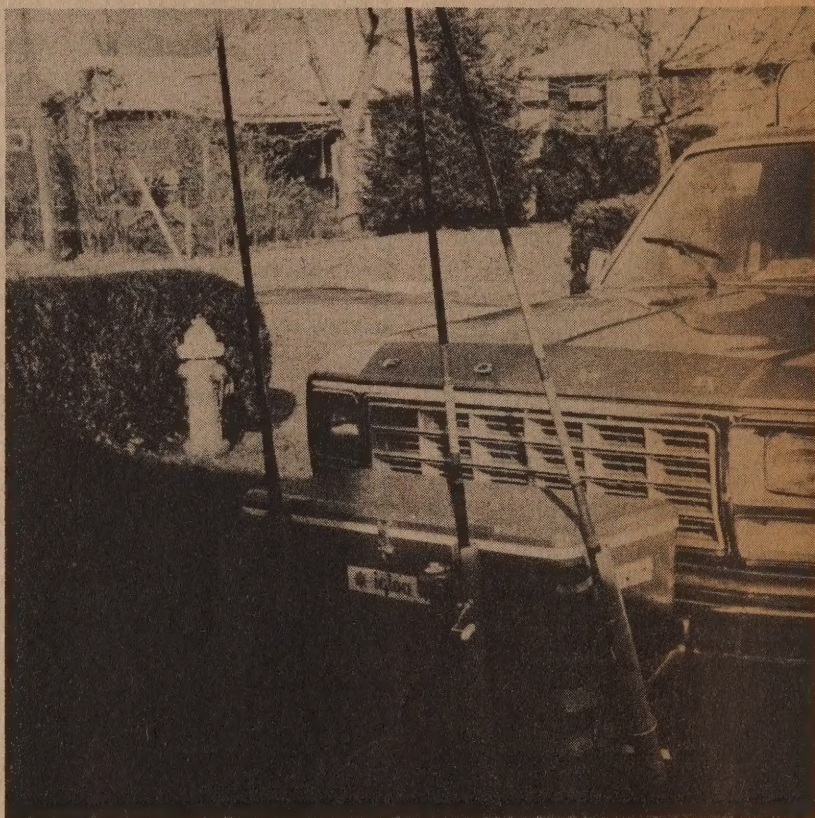
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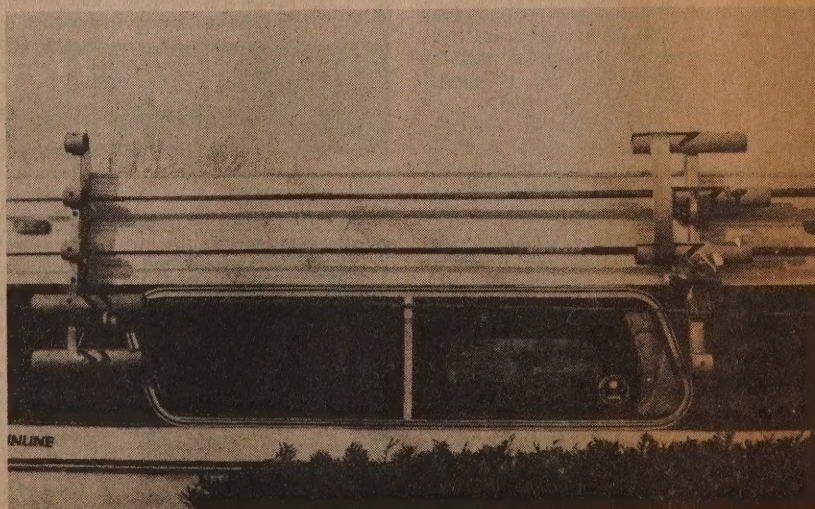
Part One — *by John Fritz*

A four-wheel drive beach vehicle is undoubtedly the greatest expense incurred by anyone fishing the surf. In order to justify such an enormous outlay for the intention of pursuing a sport, many buggy owners set up their rig so it may be adapted for multiple uses. Probably the prime concern is to transform the beach vehicle back to a family automobile. Those surfmen fortunate enough to setup a rig with permanent fixtures for the sole purpose of fishing the surf are scarce. Cabinets, drawers, sleeping and eating accommodations permanently mounted in a rig are fine for that small percentage of anglers blessed with the luxury of owning a vehicle specifically for the purpose of fishing, but the majority are forced to use the vehicle for more conventional missions. This multiple usage causes above-average wear, especially when combined with the extreme conditions found when running the beach. Therefore, care should be taken when purchasing the vehicle, in setting up the gear and equipment and in performing preventive maintenance during the life of the buggy.

It is common sense to assume that a vehicle driven along the shore is due to come in frequent contact with corrosive salt. Regardless of whether the rig is driven through the water itself, moisture and salt will find its way into every crevice and void of the vehicle. Salt-coated sand is kicked up into the undercarriage in the course of normal operation; salt spray and mist will deposit its rust-inducing particles everywhere, while sand and saltwater is carried into the interior on the clothing and gear of hard-working surfmen. While the closing of doors and windows will prevent a great deal of mist from entering the interior of the buggy, the undercarriage and exterior finishes are at the mercy of the elements. Because of this damaging environment, it is desirable to keep a good coat of wax on all finished surfaces. When purchasing a vehicle, especially when new, it should be undercoated—not the old tar-like substance used in former methods—but complete treatments such as the Rusty Jones or Tuff-Kote which supposedly covers all hidden surfaces and voids. After the treatment is completed, check the vehicle thoroughly and insist that all exposed metal surfaces are coated. The cost of this procedure is a bit more expensive, for it necessitates the drilling of holes to



Large Igloo cooler mounted on the front of the vehicle to keep bait and dead fish out of the vehicle and PVC rod holders are convenient when running the beach.



Rod racks on the side of the cap or camper should be built to accommodate rods of different sizes and designs.

permit spraying of the hidden voids, but is well worth the few added bucks if it extends the life of the buggy.

Whenever tires for over-sand vehicles are discussed, many points of view are apparent. Each vehicle handles differently, so no cut-and-dried statement can be made to cover all situations. Weight difference, transmission, gear ratio, texture of the sand and driver's technique, are but a few of the variations encountered. Basically, tires should be round shouldered and without the deep cleats such as found on snow tires—although I will get an argument from many on the latter statement. The thought behind driving along the waterfront is to allow the tire to float over the sand rather than claw its way over the beach. Because of this principle, the greater the width of the tire, the less it will dig in—the reason for letting out air before entering upon the beach. Many drivers will proudly state that their rig handles the beach without letting down. All well and good, but there is less strain and wear on the drive train when the tires are squashed, thus avoiding more frequent repair. There also is the matter of having a little consideration for anyone using the track behind you after it is dug up. Anyone who has driven the tortuous eleven miles of beach to Chatham Inlet knows what vehicles digging up the track can cause.

Most drivers are reluctant to let air out for the simple reason that they have no way to replace the air for the ride home on a hard surface. Of the several methods employed to inflate the tires, the compressor is in the most widespread usage. Portable air tanks or the type compressor which plugs into the cigarette lighter will accomplish the task, but a unit mounted in the engine compartment and operated off a fan belt is a swift and efficient way to inflate tires. Some operators install a holding or pressure tank underneath the rig which gives them greater initial pressure, but a direct line to a male quick-connect coupling mounted in the grill and actuated by a switch on the dashboard has fulfilled my needs for over ten years.

Even though a spare tire should be carried on any auto and especially when traversing wild terrain, an article of emergency equipment not often thought of is a spare tube. Since almost all operators of beach vehicles prefer tubeless tires, this might seem a useless item. But anyone who has tried to put air into a tire which has the bead broken will attest that it is an extremely difficult task to perform, particularly on the beach where no special equipment is available. Those using radial tires need not purchase the more expensive tubes designed for radials, the regular tube for the size tire in question will be sufficient to allow ample time to get the tire repaired properly.

The best operating tire pressure cannot be stated with any certainty,

for too many variables would have to be considered: weight of the vehicle and its contents, condition of the sand, size tires, and most important, the strength of the sidewalls all have a bearing on the best operating pressure. By cutting the normal tire pressure in half a basis for comparison can be made. A few pounds of pressure, more or less, can make an appreciable difference in how the buggy will handle. Therefore, an accurate tire gauge is essential and also a requirement for obtaining a pass to some beaches.

Aside from the special care which must be given a beach buggy, a newcomer to the mobilized surf fishing clan will soon realize that trips to the gas station are all too frequent. Journeys far from home or those involving extensive beach driving will surely put a strain on most people's purse. The simplest way to cut expenses is to divide the cost among several people. If such partners are available, then the primary concern is to provide ample room for the passenger's comfort. This can be attained by carrying as much gear as possible on the outside of the vehicle. The two items which occupy the most interior space are the fishing rods and the fish box.

Unlike the rods used by boatmen, which are relatively short or which can be broken down to fit into a limited space, a surfer's stick are usually ten or eleven foot, one piece rods. Rod racks used to carry rods during over-the-road travel can be mounted on either the roof or the side of the buggy and fashioned to conform to any type of vehicle. When making a set of racks it is better to provide room for extra rods of various lengths for fishing conditions and methods do change. It is also advisable to carry a spare, for an equipment failure many miles from home can ruin a trip.

A fish box mounted on the outside of a vehicle saves considerable interior space and eliminates the mess and odors of dead fish from fouling the inside of the buggy. Most veteran surfmen mount either a 155 quart Igloo cooler or a self-made fish box of equivalent proportions on an easily removable frame to the front of the truck. While the rod racks can be made by most people somewhat handy with tools and, therefore, will be dealt with in a future article, the fish box frame and mount is made of metal and requires more sophisticated equipment and expertise in its manufacture. A person desirous of having a fish box mounted on his rig by a knowledgeable mechanic can contact Tom Matty at Transportation Enterprise. His shop is located at 2064 Jericho Turnpike in Commack (212-543-1475). Tom has built numerous mounts for various type buggies plus installing compressors, making rod racks and being an expert mechanic on 4WD vehicles.

In order to carry rods when

(Continued on next page.)

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operating on the beach, several two foot sections of PVC pipe can easily be attached by using the U-clamps commonly utilized in mounting the exhaust line on most cars. A three inch notch cut into the top edge of each pipe section to fit the stem of the spinning reels will prevent the rod from turning. Make sure that there is ample space between the mounts so that the rod tips will not slap against each other when the vehicle is in motion. The reels should be positioned so that they do not strike one another or any part of the buggy. If a person is inclined towards fishing bottom, a pair of holders on each leading corner can be slanted forward at approximately a 60° angle, eliminat-

ting the need to carry sand spikes.

Now that two major items are removed from the buggy, the remaining gear can easily be accommodated in a plastic box similar to those used by the Telephone Company or the airlines. The drive to cut expenses has even hit these free-wheeling industries so that the supply of these boxes has dwindled, but similar plastic tubs can be purchased in the better stocked tackle stores. These boxes will handle all the gear an angler needs for a normal trip, including but not limited to: two or three plug bags, waders, top, belt and heavy jacket, plus assorted small items such as lights, pliers, extra spools, etc., etc. Each angler with his personal tub will

have his equipment together in a container readily stored in any vehicle. Since these tubs are waterproof, damage to the vehicle's interior from wet gear can be avoided. Another advantage of these tubs is that they can be pressed into service as a fish box should the trip be successful and the cooler is overloaded with fish.

Many surfmen, either through preference or odd working hours, fish alone; therefore, the savings enjoyed by those anglers banding together will not benefit them. If it is necessary to undertake extended trips, it will be less expensive if the stay at the fishing location is prolonged, for the major cost is fuel burned getting to and from the beach. Of course, this will mean that some provision be made for obtaining much needed sleep. The cost of motels is prohibitive, thereby negating the savings incurred by remaining at the site. By sleeping in the buggy on the beach, more time can be spent on the scene and the greatest savings can be realized.

Before we go any further, let me state that I am not directing these words at those of you with campers and all the conveniences available to that clan, but rather to those of you with Blazers, Broncos, Pick-ups and even Subarus. Of course, the larger vehicles—such as the Suburban type rigs and the pick-up trucks equipped with a cap—are more conducive to stretching out and getting a decent rest, but many surfmen who I have fished with have slept in the smaller rigs—including the Subaru Brat. No, the guy wasn't 4' 8", but over six feet tall and 200 plus pounds. A sleeping bag and air mattress in any of these vehicles, possibly with a seat removed, will provide a reasonably comfortable place to get the needed rest to fish the second and third nights without undue strain.

The other bodily requirement is food, which can be carried in the fish box protected by a block of ice and heated on a compact Coleman stove. If the expense of lodging and eating can be eliminated or severely reduced, journeys to distant fishing locations can be more easily absorbed by a limited budget. Elaborate meals are not necessary and with the wide selection of pre-packaged foods available today, something can be found to suit everyone's taste. Granted the accommodations are not the greatest, but serious surf fishing is not the easiest sport to pursue, as most of you are well aware. While good fishing usually extends into the cold days of late autumn, the pleasant temperatures of late spring, summer and early autumn provide ample possibilities for catching fish from the surf.

In Part II, I will present a few thoughts by which it is possible to transform a versatile vehicle into a beach buggy suitable for lengthened stays on the shore without being denied the full use for which the vehicle was initially conceived.

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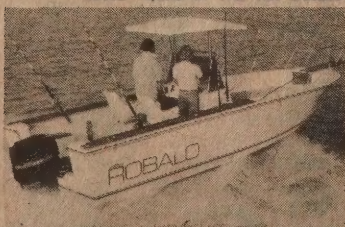
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SINKER BOUNCING

REMEMBER THE KIDS

by Matt Ahern

The old-timer stopped his car beside the canal, got out, walked back to the trunk, lifted its lid, and removed his rod and tackle bag. He then stepped onto the canal's concrete walkway and strode along its length. It had been years since he last fished here and, because for him, memory had now become a notorious traitor, he found it not only necessary to scrutinize the immediate area for fish-producing spots, but to rely fully on ingrained intuition to lead him to the right place.

Not until he reached the farthest end of the walkway did he find familiar surroundings. He felt certain this spot was one he had fished in the distant past, for he easily recalled the dilapidated and much-rusted lamp-post before him. He looked upon it with wry humor, for he was amazed that, like him, it too still remained standing.

As he rummaged through his tackle bag, the mid-summer heat caused him to pause and wipe his brow. It seemed now that each summer was hotter than the preceding one. He brought forth two shopworn, tandem-tied flounder hooks. His chances of catching flounder in July were nil, he knew; but there might be other fish around—porgies, for instance—and if so, these hooks would do well enough. He attached them to the main line just so, added a sinker, impaled a two inch piece of sandworm on each hook, and cast into the middle of the canal.

Several anxious minutes passed by and then he hooked a scrappy kingfish and lifted it onto the walkway. "Well...well," the old-timer chuckled. "Why not? If I get a few more like this, I won't kick."

He removed the fish from the hook and as he did, a voice behind him said: "Gee, mister, are they biting?"

Startled, the old-timer whirled around and saw a thin, black-haired youngster about twelve years of age. "Phew!" the old man said. "Don't ever do that again, sonny! You scared me out of a year's growth."

"I'm sorry, mister. I didn't mean to. Say...what kind of fish is that?"

The old-timer, still unnerved, answered a bit caustically: "Kingfish. Haven't you ever seen one before?"

"No...leastwise, I don't think so. But," he added quickly, as if wanting the old fisherman to know he wasn't a complete novice, "I know what weakfish look like. Fluke and flounder, too. They catch them here most



Let there be any doubt, this is one happy youngster. Would you deny him his sport?

days. Except flounders," he amended. "They only catch them here in spring."

The old-timer said nothing and continued to fish and the boy to watch. Another kingfish was caught, then a porgy. The boy was familiar with porgies and told the fisherman that August was the better month for them. The old-timer knew this of course, and because the boy was inclined to be talkative, the man encouraged him.

"How come you're not fishing?" he asked.

The boy hesitated before replying. "Oh, I don't fish. Don't know how. I just come here everyday and watch the fishermen."

The old fisherman said nothing for a minute, as if mulling over what he'd just been told. Then he asked: "How come? How come all you do is watch? Most kids can't wait to go fishing."

"Don't have any tackle, for one thing. Oh, I've got a bamboo pole and I catch snappers with it in September. But that's not real fishing—you know, like with a rod and reel. Bottom fishing—that's the kind of fishing I'd like to do."

With many subtle questions, the old-timer got the boy to talking, and

in-between fish, he learned that young Tony Esposito lived with his sister and widowed mother. The boy said he'd never known his father, for he had been killed in the war about three weeks before Tony was born.

If the old-timer's heart had not been touched before, it was now. Overflowing with compassion, he spent the rest of the morning teaching the boy as much as possible about fishing in terms that could be understood. When the youngster caught his first fish with the old-timer's tackle, the joy of both knew no boundary.

Some time later the old fisherman began to pack up. "I've got to leave now, Tony," he said. "Now don't look so sad. You take these fish and you meet me here tomorrow morning and I'll give you enough tackle to last you a lifetime. There's no one I know more deserving than you."

And the old man was true to his word.

What you have just read is a true story. I have changed only the boy's name to avoid unnecessary embarrassment. Today, that youngster is a well-known party boat skipper who sails from a popular Long Island port. Still youthful, of course—but he is

already a past master at the bottom fishing game, as many of his party boat "regulars" will attest.

Over the years, I know many of us have met "Tony Esposito." If you haven't, rest assured you will. How we react to these young fishermen is crucial. If we tell them to "get lost!"; if we tell them we have no time to spend with "fool kids," you may be sure there are vultures who will welcome them with open arms, assorted vultures who will find all the time needed to destroy yet another young life.

Sure, I know any wide-awake kid can be a pain in the tail at times. That's par for the course. I'm sure we all made a nuisance of ourselves when we first learned the ropes. I'm quite certain that in my early years there was someone close by who wished fervently that I'd go overboard with the bait. As trying as it is, I'm sure sensible fishermen understand this youthful exuberance, enthusiasm, and lack of restraint.

Of course, not all youngsters are attracted to fishing; although I do believe that at least once during their early years, each may well be. I'm certain that it is at this instant when the thin veneer of civilization is unconsciously cast aside and youngsters revert to the gloomy days of our ancestral cave. A responsive chord is struck.

How we treat these future fishermen at that precise moment of occurrence may make the difference between a responsible citizen and one who, quite possibly, may cause us to rue the day. Harsh words, I know—but as the die is cast...

Most fishermen realize this of course and they do something about it. I know this to be so because I receive much mail from elementary and high school teachers who, on their own time and with much enthusiasm from their pupils, have started fishing clubs, fishing clinics, rod building sessions, and so-forth.

Needless to say, these classes go over with much success. Many teachers send photos of grade and high school pupils out on the briny, all doing their "thing"—and all catching fish! And lest we think only boys enjoy this activity, many of those photos show the girls beating out the boys—especially when it comes to the pool fish! As the twig is bent certainly applies here.

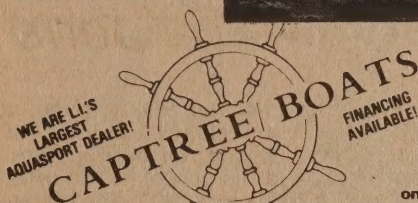
In three weeks, or less, our spring flounder season will begin. Here is a golden opportunity for each of us to remember the kids, for willing fishermen to instill their knowledge in fertile minds. As for tackle, start the youngster off with a handline, if necessary. And should you do so, don't be surprised should that youngster eventually outfish you. I know. It happened to me last spring. I don't think I'll ever be allowed to live it down. But it was a lot of fun.

It always is when we remember the kids.

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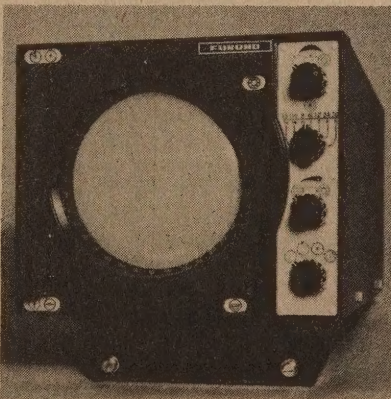
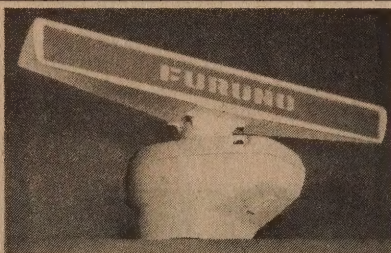
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NAVIGATION FOR THE SMALL CRAFT FISHERMAN

Part Four — *by Jens Jacobs*

No doubt you are anxious to compare your answers with mine to the problems I left you with last week. So, here are the correct answers. If yours come to plus or minus within 001° and 1/10 mile, you can consider yours also correct:

- 1) Position: 40.59'6N. 73.11'9W
- 2) True course: 281°
- 3) Distance: 11.0 miles
- 4) compass course: 299°
- 5) Speed over bottom: 13.4 knots
- 6) E.T.A.: 10:35:15 (HH:MM:SS)
- 7) Bearing greens Ledge: 343° mag.

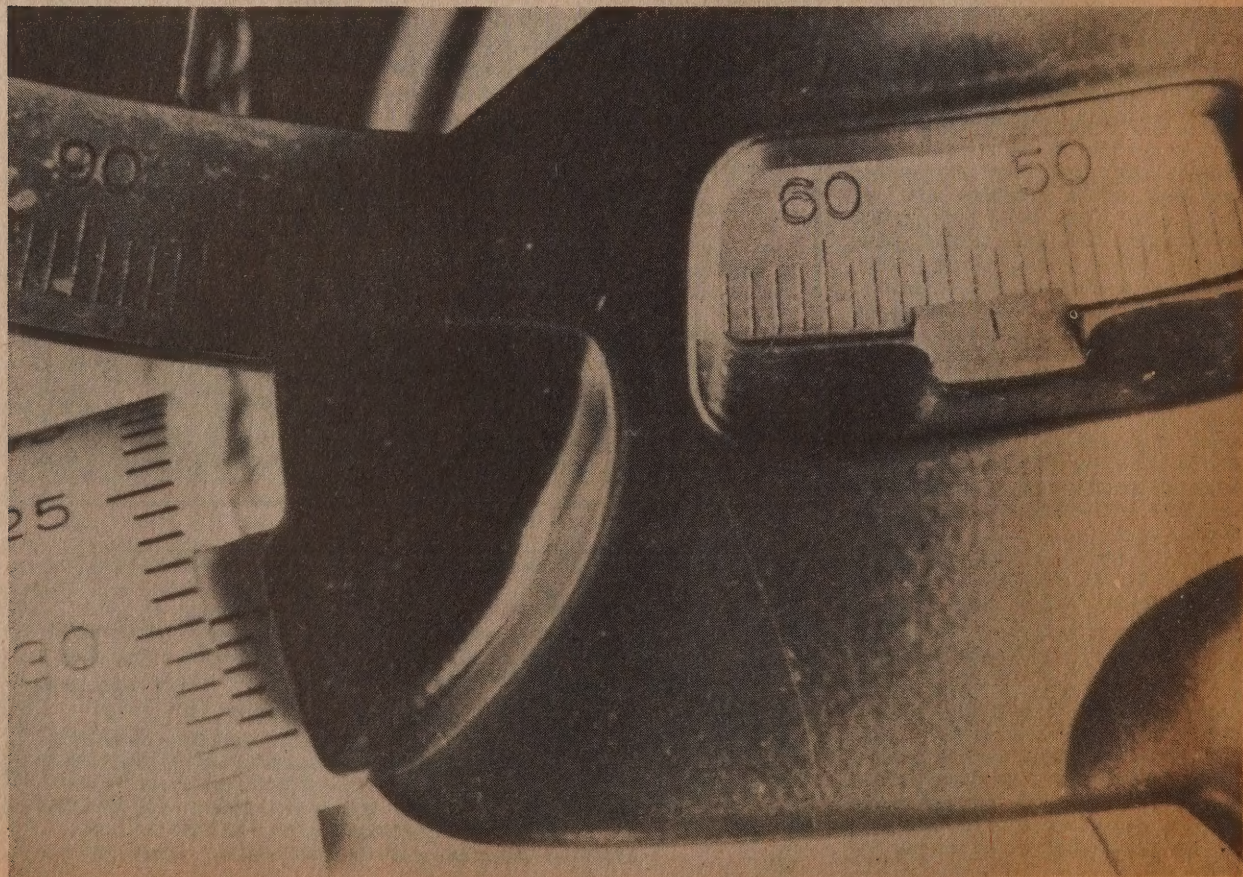
In the last article, we left off on the subject of Bearings. Since there are a few other important aspects of it, we are going to continue with it and touch on a few more points. Up to now, we took bearings directly with a "live compass" which gave us direct readings. With other instruments,

such as a Pelorus, RDF or radar, you will get a "relative bearing." In a relative bearing, all bearings are in relation to the bow of the ship/boat, which represents 000°. For example, you are on a course of 093 mag. in the vicinity of Crane's Neck in Smithtown Bay. On your radar you identify Crane's Neck and take a relative bearing of 022° on the extreme western tip of it. We now convert the relative bearing of 022 to mag. bearing by adding the relative bearing to 093 (the compass reading at the instant the radar bearing was taken). We now know that Crane's Neck has a mag. bearing of 115° and since we also measured the distance at the time the bearing was taken (3.8 miles) we now proceed to plot our position on the chart which is approximately 40.58'8N. 73.14'5W. If, for example, we are on a course

345 and our target has a relative bearings of 068, the sum of the two exceeds 360. We then simply subtract 360 from the sum with a resulting mag. bearing of 053. Get the idea? The same holds true for relative bearings taken with a Pelorus and RDF.

A Pelorus is seldom seen on a small boat, but it is an instrument used by professional compass adjusters to take bearings on celestial bodies. By pre-calculating the bearings of the sun, he can use the sun as an extremely accurate directional reference and make any required adjustments.

The RDF or ADF is more commonly used, although it has somewhat fallen into disuse in favor of Loran which is far superior in accuracy. The ADF is still an excellent tool for the small craft skipper with a limited budget



Sextant; note reading on main scale of 53° plus.

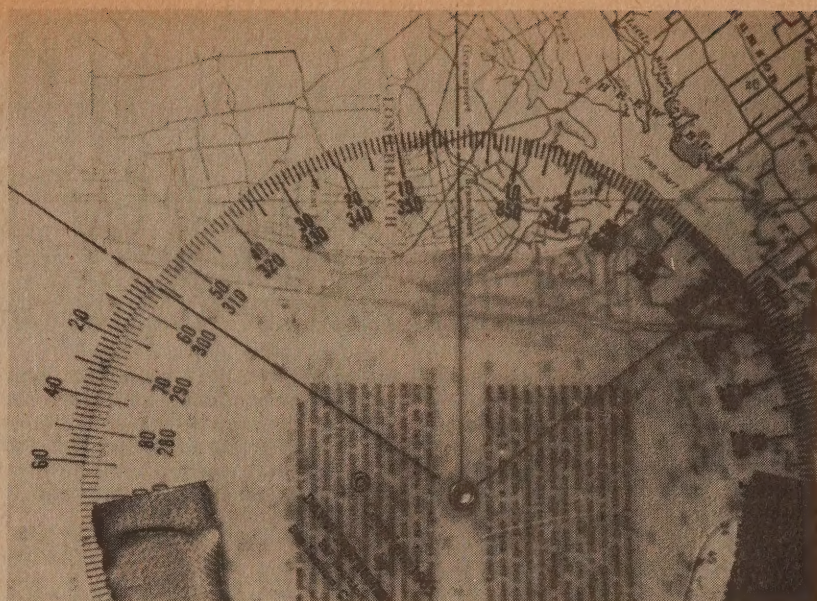
concerned with becoming fogbound, as well as a back-up for the better equipped craft. As with any other tool, however, it is useless unless you know how to operate it properly and understand the capabilities as well as the limitations of it.

While on the subject of bearings, I would like to touch briefly on the subject of ranges. A range is made up of two objects, one behind the other. An observer is said to be "on range" when the two objects are "in range" (behind one another as seen by the observer). Let's go back to Budd Reef briefly. If you look to the north, you will find a cupola on Noroten Point, and if you look further to the north, you will find a water tank. If you now draw a line through those two objects towards the south, you will discover that it will pass right smack over Budd Reef. Ranges are extremely effective, especially if a pair of good binoculars are available. Ranges are very accurate, and no instruments are needed. The main drawback with ranges is that they are not always available due to lack of suitable objects or restricted visibility so that the rear object cannot be seen. As mentioned before, ranges are extremely useful especially if a piece of bottom has been located; then ranges can be taken on suitable uncharted objects.

The basic problem remains: how do you find that wreck or other bottom formation marked on the chart? How do you find that wreck or obstruction listed in the notice to mariners which is not on the chart as of yet?

If within sight of land, there is absolutely no question that the most effective way is to use horizontal sextant angles. In fact, the accuracy is such that the sextant is used extensively in survey work and practically all floating aids to navigation are placed (set) with a sextant. Sextants are available in a wide variety, from the inexpensive plastic version to the full fledged survey sextant. Furthermore, they are easy to use and portable and with reasonable care, will last a lifetime. In essence, a sextant is an instrument capable of measuring angles to a high degree of accuracy. The principal use of a sextant is to measure the vertical angle between celestial bodies and the visible sea horizon, from which a position can be computed.

Measuring an angle between two terrestrial objects goes something like this. The instrument is held on its side, handle down. The object to the left is viewed through the telescope and the index arm, which has a mirror attached to it, is moved until the reflected image of the right object appears in view. Next, final adjustments are made to bring both images precisely in coincidence. Now the angle can be read at the main scale and micrometer drum in degrees, minutes and 1/10 of minutes (1/600°). Obviously, the sextant could be preset to some pre-computed angle so that the boat can be moved to the desired



Three-arm protractor positioned over bottom formation.

position. Let's look at that a little closer.

Assuming we want to locate the wreck in 40.56'3N 73.34'9W. Looking at the chart, we determine that the light (40.54'1N. 73.36'7W), the tank (40.54'4N 73.34'0W), and the west chimney (40.54'9N 73.26'9W), make excellent shore objects. Now we must establish the two angles between those three objects. We have two options: 1) by computation; 2) mechanically, with a device known as a "three arm protractor."

To give you an idea how this works. Get a sheet of tracing paper and place it on the chart that the wreck and all three objects are covered. With a sharp needle, mark the position of the wreck and shore objects on the tracing paper and draw a fine line from the wreck through and beyond the point that marked the shore objects. By moving the paper around you may discover that the lines you drew before will not cover your shore objects unless the point marking the wreck is over the wreck. Now, if we only could measure those two angles. Back to the three arm protractor. What kind of a gizmo is it? Imagine that the center line on your tracing paper is fixed and stationary and the other two can be moved with the hole marking the wreck as the pivot point of those lines. If you now placed the center hole over the object you intend to find and the center line (fixed arm) over the center object, you merely have to move the other two arms to cover the other objects to the left and right and read off the degrees and minutes on the scale. No, your paper has no scale—but you guessed it: the three arm protractor does.

The measurements turn out to be 50.24° from left to center and from center to right 51.24°. With info of this kind, a reasonably good sextant, and some practice, it should take not

much more than five to ten minutes to locate this wreck.

In the beginning, it may seem like a lot of trouble, but once you get the knack of it, you will wonder how you ever did without it.

I am just looking at the notice to mariners issue #51, 1980. Here I find a note that an obstruction was located in the vicinity of Rockaway Inlet in the position of 40.31'55.2"N 73.56"-12.6'W. Now I don't know what it is nor how big it is but according to the information given, it stands approximately eight feet off the bottom. With a position of this accuracy and good landmarks available, it should take but a few minutes to find this whatever it is. This is not to say that this will ever be a hotspot, but if I were after stripers, I certainly would give it a crack when in the area. Also, it would be possible to latch on to some nice fluke around a piece of wreckage like this. Needless to say, a few evenings spent over a chart of your favorite fishing area can reveal an amazing number of small, but potentially good fishing locations. Of course, there is no use just looking at the chart. All this good info should be recorded in a log and when time comes, you will spend far less time blundering aimlessly around. My log includes things like what it is, where it is, how much water over and around it, sextant angles, mag. bearings of objects used with the sextant, and a simple sketch of the shore line in question.

Next week we shall look at all kinds of different ways to use the sextant with lots of explanatory diagrams.

No, you are not going to get away without a question.

- 1) Compass course 342
- 2) compass deviation 003 East
- 3) variation 012 West
- 4) relative bearing 278
- 5) Required: true bearing.....?

WHAT'S NEW IN SALT WATER FLY FISHING?

by Don Avondolio

The popularity of saltwater fly fishing has been increasing steadily for the past ten years. This trend has affected inshore and offshore boat fishing as well as surf fishing. The thought of catching offshore species such as shark, marlin, or bonito on a fly rod can really stir the imagination. In comparison, inshore species such as weakfish, striped bass, and blues, when taken on the light wands, also produce plenty of exciting moments. Aside from the unique differences of fly rodding versus other means of catching fish, the tackle is significantly more complex in nature. One must really be enthusiastic to keep up with the ever-changing, more efficient products on the market.

Several ways of keeping up with modern trends in fly tackle are as follows: by reading specialty magazines and journals on the subject; by reading the excellent books published on saltwater fly fishing, or by attending meetings and clinics sponsored by local clubs specializing in this unique sport.

What I would like to discuss in this article are several significant changes that have taken place in the past few years. I am not attempting to describe

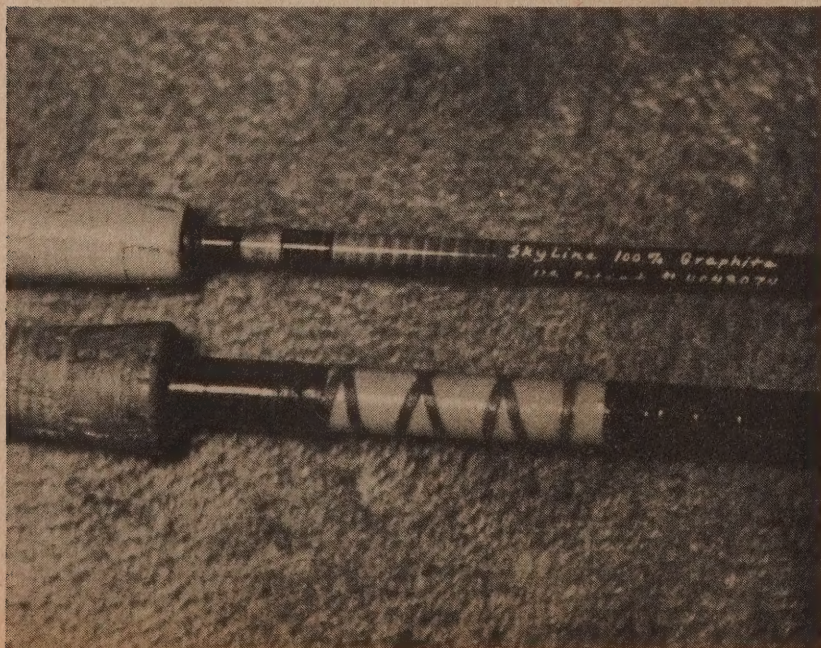
fly equipment in general, but only product innovations. I am sure these innovations were made not only to entice new fishermen to the sport, but also to make fly fishing more productive, easier, and interesting to the experienced fly rodder.

Let's start on the subject of fly rods. In general, fiberglass has been the standard rod material used in saltwater. This rod type is strong, can take abuse, and is sold by many major rod manufacturers in various lengths, actions, and designs. In the past five or six years, "graphite" has emerged as a strong competitor. Graphite's extreme lightness, strength, and fast tip action has made it extremely popular. It's not uncommon to see "salty" flyrodders with at least several size graphite rods among their collection of long rods. Initially, graphite rod price was the deterrent, but presently, as a result of the many manufacturers producing this type rod, competition has brought the price down. A graphite fly rod can now be purchased for less than \$75 and blanks cost considerably less. There is one important consideration the buyer of graphite should consider. Special care must be given to the rod;

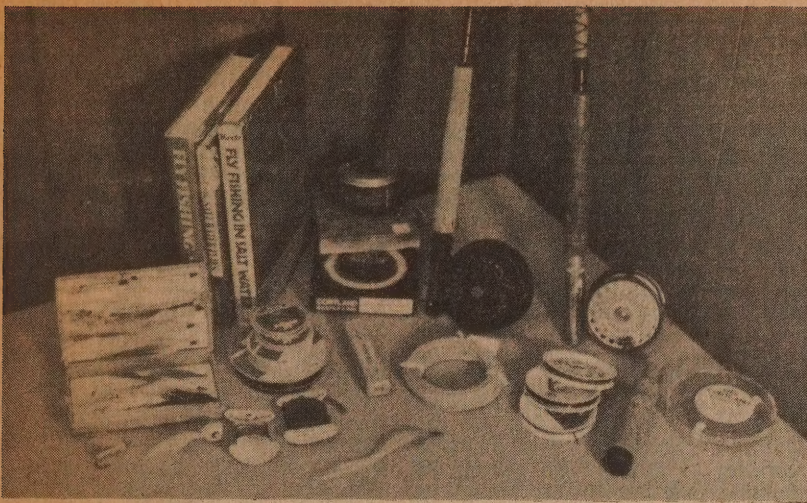
accidental nicks or surface cuts will sometimes cause breakage. Therefore, extreme care should be exercised during transportation and normal usage.

Boron is another "space age" material that has been introduced for fly rod construction. This material is stronger and tougher than graphite, and exhibits a somewhat slower action. Unfortunately, price is still high. Don Phillips designed and sold boron rods in 1977 exclusively for freshwater application. Today, the Browning Corp. is a major source of boron saltwater rods. Right up there are Ted Simroe and Rodon Corp. who have also produced #10, #11, and #12 weight fly rod sizes. Fenwick, a major rod manufacturer, just entered the field of boron development with a line of Boron-X rods, which seems to support the increasing popularity of this material. Composite Development Corp. in California, and Abugarcia in New Jersey complete the category of Boron rod manufacturers.

Shakespeare and Shimano, the former recognized as a leader in the tackle field, and the latter as an up-and-comer, are both producing "Kevlar" material rods for fly fishing. This new material is similar to graphite in weight and strength and could be another strong competitor in the lightweight fly rod field. Meanwhile, Shakespeare's Ugly Stik #10 weight rod built from graphite/boron/glass composite is one of the most rugged designs on the market. Unusually large, this rod suits the extra powerful fighting requirement. For extra distance, Fenwick Corp. produces long rods in their custom graphite series. Lengths of 10½', 12' and 14' are manufactured for this particular need. These rods can handle more line in the air while presenting a finer line delivery and control of cast. With proper casting technique applied, the cast is further, and more shock absorption is evident from fish strikes. Lightness is still maintained by use of graphite. For example, the fourteen footer weighs only 11-5/8 oz. Two other well known manufacturers of 10½' rods are Lamiglas and J. Kennedy Fisher Corp. To complete the new rod material picture, "S Glass" is produced by Lamiglas, Fenwick, and Vince Cummings Rod Companies. This high-modulus (stronger) material is lighter and more sensitive than "E



Note difference in rod diameter: #9 Skyline graphite (top) vs. #9 Lamiglas Fiberglass (bottom).



Saltwater fly tackle: many new products have entered the market to aid the fisherman.

Seamaster, and Fin-Nor. These makes are fairly expensive and are predominantly used in southern waters for shark, tarpon, marlin, sailfish and the like. Nevertheless, these reels offer excellent drag systems, good corrosion resistant materials, and ball bearing drives. You get what you pay for in the aforementioned series reels, provided your objective is high quality and long life.

Several new, more reasonably priced saltwater reels are marketed by Berkley, Gehrkes, and Hardy; these are ideal choices for Long Island waters. The Berkley Specialist #558 is lightweight and compact with a frame made of aluminum and a Delrin plastic spool. A three-position drag control and palming rim spool are supplied to control fish runs. Gehrkes "Marryat" MR-012 (size 10 through 12 weight fly lines) is also constructed of corrosion resistant materials and features a precision machined smooth Glass" (normal fiberglass), and also offers a bamboo-like feeling at a reasonable price.

As for saltwater type fly reels, large heavy duty types are produced by Bodgan, Billy Pate, John Emery,

design. Hardy (Harrington & Richardson) recently released its "Sunbeam" series—an excellent innovation for saltwater usage. This reel features a stainless steel spindle and a bronze spool bearing enclosed in a corrosion resistant housing. The drag is ultra-smooth which is a big plus. Saltwater fly line/backing capacities for all mentioned reels are adequate for Long Island species.

Saltwater fly lines are ever changing and improving with time, making it hard to keep up with the many lines marketed. If an avid fly rodder wants to stock fly lines for all fishing situations encountered, he may have to buy seven or eight types at the least. This initial investment is really worth it, if you're a serious fly rodder. Scientific Angler, Cortland, Berkley, and Orvis are the big producers of fly line. All of these companies have kept in close competition by producing more line actions and colors than one can imagine. The various weight forward and saltwater taper lines float on the surface (designated F), just under (Scientific Angler intermediate series) or sink slow, medium fast, very fast, or extra fast (Hi-D series).

All fly line actions are described in detail by the respective manufacturers' catalogues, much more so than can be described in this article. Incidentally, these catalogues are free for the asking.

For beginners in flyrodding, Scientific Anglers Corp. has released a regular fly line with a heavy short front section, called the "Concept" series. This line has proven to be successful by several of my fishing friends. Also considered in the selection of fly lines that offer unique performance is the wet tip, wet head, and wet belly lines. The short front section sinks whereas the long main line portion floats. These lines are perfect for shallow surf fishing and can be picked up off the water with ease compared to a full sinking line. Cortland produces a stiffer, more durable surfaced fly line that casts easier and further than normal weight forward lines: it's called 444SL. I have used this line on many trips and can vouch for its qualities.

The high-visibility lines sold by all previous mentioned line manufacturers are excellent for poor-sighted or spot casters. These ultra-bright colors are highly visible, especially when used in cloudy, daytime fishing situations.

Although sinking lines have been mentioned previously, to really penetrate water depth, or sink fast in turbulent currents, "lead core" is the answer. Cortland Company produces two new lead core lines called "Kerboom." These lines (450 grams weight and 550 grams) are constructed with a hard outer surface to withstand normal wear and abuse. Sunset is another manufacturer that produces a lead core fly line, called "Cannon Ball" and is balanced for usage with all large saltwater fly rods. This year, Scientific Anglers Company has introduced a new line called "Deepwater Express." This line features a 30' shooting head advertised to sink like lead core while possessing the ability to cast like regular fly line. As of this writing, I have not yet tried this line, but I feel it

(Continued on next page.)



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could be a significant breakthrough for non-lead core line users.

While on the subject of lines, running lines are used in conjunction with shooting head fly lines. 'Cobra,' an oval-shaped monofilament is produced by Cortland and is one running line promoted to reduce kinking and curling during casting. 'Amnesia' is another running line made by the Sunset Company. This line is a round monofilament that is stretched by the fly rodder prior to daily usage to reduce curls and potential knotting. Both of these products are strong contenders in the running line category. An additional aid to casting that will enhance distance is Monoslik made by the Maxima Company. This silicone lubricant is applied by sliding its container over the fly line through its entire length. When that extra six to ten feet is needed in your cast, I highly recommend this product.

Saltwater fly leaders are important for correct fly presentation, especially when there is a possibility of spooking fish. Berkley produces a flat butt configuration leader material created by Doug Swisher—a well known fly rodder. The irregular mono profile helps to reduce leader kinking and tangles during casting. I find that this material makes knot tying easier, especially when nail-knotting fly line to leader butt. Another ideal product released to eliminate knot bulk at fly line to leader connection is the 'Shure-Splice Epoxy Kit.' It's carried by most mail order houses and tackle shops. It epoxy-bonds the two lines permanently together. Directions must be followed carefully as this joint could be the weakest link in your line assembly. Two excellent 'new' leader materials are 'Nylorfil' and 'Aeon' distributed by Cortland and Maxima respectively. Nylorfil spools are tested at 1X, or 9.4 lbs.; while Aeon is tested at 0X, or 10.0 lbs. Both leader materials offer excellent strength and toughness for their diameters. The real ultra-light flyrod should find either one an ideal choice for making leader tippets. While speaking of leaders, I should also mention a new leader dispenser made by the Dennison Company. Six spools of varying diameter leader material can be stored and dispensed at will. This unit is practical for all who construct their own leaders. The compact dispenser can be carried in bag or jacket pocket for immediate use.

Materials to construct saltwater flies have been established and are fairly standard. Available materials simulate almost any bait that swims in saltwater, if tied correctly. Several material innovators in this field that are worth mentioning are Swannundaze, combed acrylic, polypropylene, and Fishair. Swannundaze is a plastic material (supplied in strips) used to simulate bodies of shrimp or other crustaceans. It is supplied in 22 colors, and is very flexible. With the introduction of the popular 'Aztec'

fly several years ago, a new concept in fly tying was born. This fly is constructed using an acrylic material which is thinned out by steady brushing or combing. The procedure reduces the material density to a point where a breathing, undulating type action is produced. The material possesses a characteristic very similar to Maribou feathers. Another material used for this type of fly action is polypropylene, except this product is slightly coarser than acrylic. A new synthetic substitute for hard to obtain Polar bear is 'Fishair' or 'Dyner.' Both are used to tie realistic streamers with similarities to baitfish such as sand eel or spearing. This shiny translucent material is stocked in various colors, densities, and 10'', 6'', 4'', and 2½'' lengths. The extra long sizes are ideal choices for large saltwater fly patterns.

With reference to the miscellaneous equipment category, there are several innovators worth mentioning. A new, lightweight, portable carryall recently appeared on the market. Called a 'travel tie,' it is marketed by Hawkeye Traders mail order house. It can house all fly tying equipment materials and a vise very compactly for transporting from location to location. It can also be used to store saltwater reels, leaders, spare spools, flies and tools. This product should be seriously considered by the well equipped fly rodder.

Generally, most fly fishing is done at night; so it's not uncommon to require the use of a light—especially a compact type. One light that fits the requirement is carried by most fly tackle houses and is called 'Flex-light.' It's multi-directional in design and is small enough to be carried in your vest pocket. If fly casting is a problem, there is a clever device, released recently, that can help. It's called 'Wristlok' and is labeled a cure-all for fly casting problems. The device attaches to your wrist and locks onto the rod butt. The device essentially prevents erratic or unwanted motion that is sometimes prevalent during the cast. It helps to hold a tight loop, which is imperative to efficient fly casting.

Most of the products described in this article can be obtained through progressive fly tackle dealers in the N.Y./Long Island area. These dealers are listed in the LIF under advertiser columns. I am sure many of these new products will interest you and also help you in your fly rodding efforts. We can expect many more new products in future years if the present trend is any indication. The equipment we use today is greatly improved, probably because challenges are being met by both angler and manufacturer. Techniques have changed somewhat because of the modern tackle available, making the sport more interesting. So, keep the challenge of saltwater fly rodding active, learn the new techniques, try the new products and enjoy saltwater fly rodding at its best.

ROD OF THE WEEK:

SUPER SHARK STICK

by Pete Barrett

Many new ideas in rod building originate in Florida where anglers have twelve months of the year to experiment with unique designs that can make fishing easier or more productive. Night-stalkers seeking swordfish in the deep waters off south Florida began using an eight foot rod blank that was very similar to a standard IGFA style rod, complete with roller guides, gimbaled butt and extra heavy reel seats, yet the overall length of the finished rod was nearly a foot longer than a traditional IGFA rod of either fifty or eighty pound class.

The rods proved to be very powerful medicine on swords and it wasn't long before several tackle shops in more northern areas advanced the design even further to come up with a custom rod creation that was ideal for shark fishing. Custom rod crafters like Mike Tralies at the Mud Hole dropped the use of the roller guides replacing them with newer and lighter high frame Fuji guides.

Butt length was slightly shorter so there was less distance between the gimbal and the center of the reel; an important feature for sharkers who head offshore in small center console boats and battle their fish standing up without benefit of a fighting chair.

When compared to a more typical IGFA rod, the eight footers look long and heavy, when actually just the

opposite is true. The lighter weight guides, foam grips, one piece shafts that do away with a heavy wood or metal butt shave a considerable amount of total weight from the rods.

The most important advantage is the ability of the rods to put more pressure on the fish with less fatigue on the angler. The slightly longer tip, which makes the rod feel more limber brings out more of the fight in the fish rather than the "pool cue" feeling of stiffer rods. The limberness is an illusion of the added length since the lower portion of the rod is virtually identical to an IGFA spec rod.

The added length is a definite advantage at the end game when the shark is ready to be brought to the boat. Many fish are lost at the last moment when they wrap the line around an engine lower unit or as they make a fast lunge past a bow rail. The longer tip gives the anglers a precious few inches of insurance to get the fish maneuvered without slicing the line.

Suggested Blanks. There are several blanks that can be used, but the two most often chosen are the Fisher 696XH and the Dynaflex 0908. Slightly heavier action rods would be the Fisher 696XXH and the Dynaflex 0909. There are other choices that can be cut from either butt or tip to arrive at a similar rod. They are the Harrington 542 and standard surf blanks by Lamiglas and Fenwick.

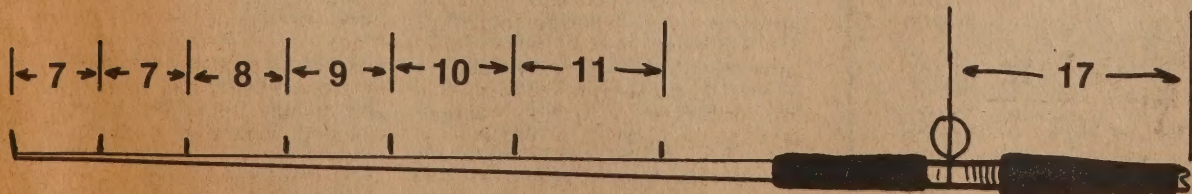
Grips. Hopefully you will be fighting very large fish at the end of these rods, so choose your grips for firmness. A soft rubbery grip will only fatigue your hands and cause them to cramp badly. Cork or a hard foam grip is the best. The forward grip should be long enough to grab with both hands in case you need the extra leverage and power.

If you fish from a small boat without aid of a fighting chair, a shorter butt length is advisable. My rods are built with a lower foam grip of only ten inches. The gimbal nock is another 2½". If you fish from a chair in a larger craft, you can lengthen the lower butt length to a total of fourteen to fifteen inches.

Reel Seat. Only the sturdiest chromed over brass seat should be used and it should preferably be of the IGFA style with machined hoods, not the stamped variety. If you absolutely need a two-piece rod, you can use a two-piece IGFA seat to break the rod down for transportation.

Tips. Many anglers still prefer roller guides and you can substitute them for the ceramic guides. They will add some extra weight to the rod. There are also some offshore fishermen who feel that the ceramic guides build up too much heat in the tiptop guide and so they use the Fuji guides for all but the tiptop, which they replace with a standard, but heavy duty roller type.

SUPER SHARK STICK



THE UGLY STICK:

ITS STORY AND HOW TO BUILD ONE

by Dick Mermon

Even when anglers feel they have a "perfect" all-round fishing rod, they usually discover the implement lacks backbone, or is not designed for a specific angling activity. As with everything else in this world, something must be given up to gain other features. Stiffness adds weight; weight affects balance. An unbalanced rod leads to clumsiness, and by being cumbersome, sensitivity is reduced. It is basically one big cycle of poor rod design, especially with inexpensive equipment. The introduction of fiberglass tubular blanks stirred manufacturers into seeking a fishing tool with properties of nearly all positive features. Now there is a blank available which falls into the category of "meat stick" proportions, or a truly big fish killer.

Commonly fashioned tubular fishing blanks are rolled fiberglass cloth, or material. When lightweight and limp tubes are desired, the material is woven of ultra-thin glass fibers, then rolled about a steel mandrel a few times. In manufacturing graphite blanks, the glass fibers are replaced with those of graphite threads and the material reduces weight, but is occasionally mixed with a blend of the two fibers. Such mixtures also require a certain amount of care in handling a shaft, for they do not flex freely as total fiberglass does. However, most blanks gain strength by the revolutions placed on a mandrel. When a change of action is desired, more cloth must be added, or a "flag" inserted (extra piece of fiberglass cloth) to taper the tube, producing a larger diameter near the butt section and throughout the power area. Addition of flags form a heavier rod, defeating the virtue of light weight.

On the other hand, Shakespeare Company has accomplished what no other manufacturer could do by marrying fiberglass threads and graphite fibers in such a way that each provides support for the other. This process creates powerful, sensitive, and weightless tubular rod blanks. In cloth, or material type shafts, where some fibers of graphite are inserted, the fiberglass thread strength overpowers the graphite yarn and results in a negative form. But in Shakespeare's unique process, called the Howald Process, graphite

yarn is spiraled inside the blank. It is reinforced and completely insulated by thousands of threads of fiberglass, traveling the blank's entire length. Tests have proven this harmony of fibers suitable for a variety of tapered shafts without additional flags because of the "hoop strength" (inside portion or supporting walls) provided by the graphite after curing.

Each blank manufacturer extends to the angler a wide selection of well-designed, quality fashioned shafts due to the many fishing methods around the world. Most blanks are made for a specific mode and their bending stress point remains steadfast in that particular shaft. When a matt, or rolled cloth blank is reduced in tip length, the bending point becomes shifted, placing the emphasis on its inner wall. Such strain may cause an unseen fracture, leading to breakage.

Lamiglas, Fenwick, Fisher and Saber are but a few of those who manufacture quality rod blanks and who offer the consumer a wide selection of both cloth-rolled fiberglass, or graphite shafts. Shakespeare, in its own production, has a variety to choose from also, but not in matt form. So an angler may now choose from the selection a proper taper and tube length with flex or rigidity.

Shakespeare, in its Ugly Stik shafts, has but 21 units for the home rod builder. At first glance, the selection would appear limited, but out of these 21 shafts, a multitude of actions can be constructed merely by cutting from the top or adding to the bottom. In the Ugly family, there are forty-one commercially manufactured Ugly Stiks for the non-custom rod builder to fancy out.

From one particular numbered blank, four primary rods can be fashioned without fear of fracturing. The shaft referred to is Shakespeare's Ugly blank #12-0465. Should numbers be confusing and hard to remember, a simple method if to ask for it by length: 7' 11", or 7/11 Ugly.

A most unusual feature about this distinct shaft is in the action. It can be formulated so an angler may either employ spinning, or conventional reel system without carrying another rod. Once guides are affixed, it becomes a

multi-purpose piece of equipment and its spine remains straight along the shaft.

In its full length of 7' 11", the completed fishing rod is basically for casting small plugs, tins, tubes, jigs and bucktails in weights from three-eighths to one ounce, with line tests of fifteen to twenty pounds. Because of said tip action, revolving spool reels are primarily employed. For heavier line, such as is used in live eeling, bunker swimming and deep jigging, four inches are taken from the top section, permitting slightly less tip movement with a power lift in its mid-portion. And for those who relish a spinning reel filled with similar weight lines over conventional spools, the blank's balance is exceptional, managing up to two ounce artificials. In fact, both rod designs are totally suitable for jigging with weights even up to four ounces.

By eliminating most of the Ugly Stik's clear tip (about ten inches) and five inches off the base section, a 7/11 blank becomes shorter in length, but stiffer in action and will now handle lure weights up to ten ounces. After cutting this blank back, its full length decreases to 6' 8" long and flexes somewhat only in the tip's fifteen to eighteen inch area, retaining a tremendous amount of muscle from that point down to its butt. Here the shaft becomes a true "meat stick," weighing only five ounces itself. In this form, even fifty pound test line can be applied, but forty is sufficient.

Should an angler have thoughts of building a light trolling rod (thirty pound class) in combination with a deep jigger, or live bait swimmer, the Ugly 7' 11" blank fits the bill. Because of the unity between fiberglass and graphite, additional fibers or threads are not required to produce stoutness or action, thus resulting in little weight. Also, the more tip section eliminated from a 7/11 blank, the less flexible it becomes. Because of the Howald Process, stress is distributed throughout the blank no matter how much is severed from the tip, which is not so in regular rolled cloth fiberglass blanks.

Whenever a special fishing rod is desired, most anglers take a little off here, or add a little there and it

(Continued on page 32)



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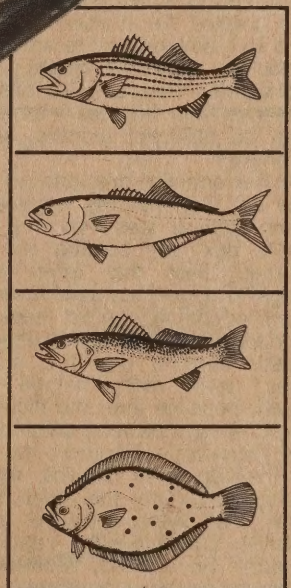
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SLAP HAPPY HOOKER

by Andy Regina

I'm a nut when it comes to fishhooks! I mean, I really have this obsession about them—becoming so interested and absorbed with them that they have become my third greatest hobby. Sex and fishing are my first and second-most favorites (not necessarily in that order all the time either, depending upon time and circumstances). Anyhow, I've made an extensive study about hooks; you know, their history, origin, and multitude of styles and shapes, each one created for a specific purpose. And I've amassed quite an extensive collection over the years, literally thousands of hooks in various styles, patterns, and finishes—not to mention the different lengths, sizes, or strengths.

What actually precipitated all this was the fact that my greatest gripe when fishing was reaching into a tackle box, and coming out with a tangled mess that often included plugs, jigs, and assorted lures, when reaching for a snelled hook. Hook holders of various types, the round, plastic ones or the flat, aluminum ones, never really helped matters much, because then the loops of the snells always became catch-alls anyway, sticking out beyond the holders as they do. And besides, my hooks always got rusty too, even the new ones that were enclosed in those plastic envelopes. I realize this couldn't be avoided, because of the constant exposure to damp, salt air, but I hate using rusty hooks. First of all, if you ever have the misfortune of getting stuck with one, you compound the risk of getting tetanus, but those rusted hooks also do not stick a fish as readily as clean ones do, actually become weakened by losing metal to oxidation, and make a mess of everything they come in contact with—hands, clothes, and the contents of your tackle box, not to mention staining feather or hair-dressed lures.

It's no small wonder then, why I developed the habit of throwing out used hooks, or why I finally turned to tying my own hooks as I needed them, and did away with hook holders, envelopes, and the greater expense of purchasing pre-snelled hooks. The solution was easy: buy hooks by the bulk, buy leader material and tie them yourself. It was a little difficult at first, though. Back then there were not as many people willing to teach you; veteran fishermen really hid their knowledge from you selfishly; there weren't as many revealing magazines available, and tackle dealers jealously guarded their

HOOK DESCRIPTION

HOLLOW POINT



CURVED IN POINT



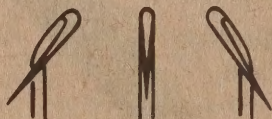
SUPERIOR POINT



DUBLIN POINT

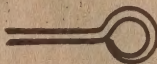


KNIFE EDGE POINT



KIRBED STRAIGHT REVERSED

TAPERED EYE



BALL EYE



LOOPED EYE



NEEDLE EYE



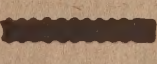
FLATTED
Hole in Flat



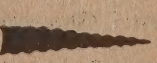
TAPERED SHANK



MARKED SHANK



MARKED
TAPERED SHANK



FLATTED SHANK



KNOBBED SHANK



SHANK CROSS SECTIONS



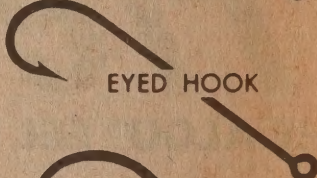
REGULAR

FORGED

RINGED HOOK



EYED HOOK



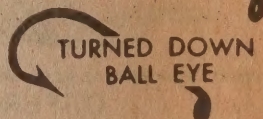
TURNED UP
TAPERED EYE



TURNED DOWN
TAPERED EYE



TURNED DOWN
BALL EYE



TURNED UP
BALL EYE



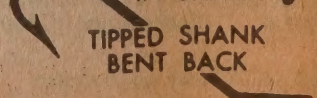
SLICED SHANK



FOUR SLICES
IN SHANK



TIPPED SHANK
BENT BACK



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secrets to keep you buying their prepared hooks, which they tied up during the slack season by the thousands.

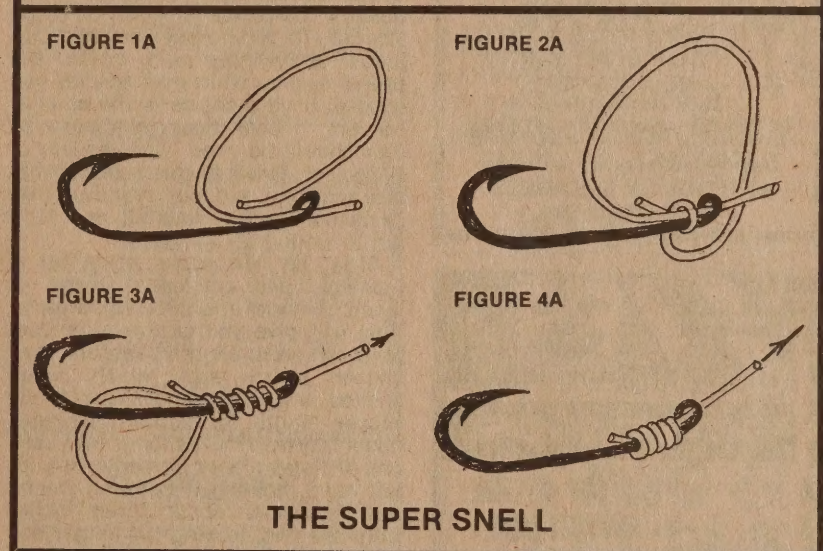
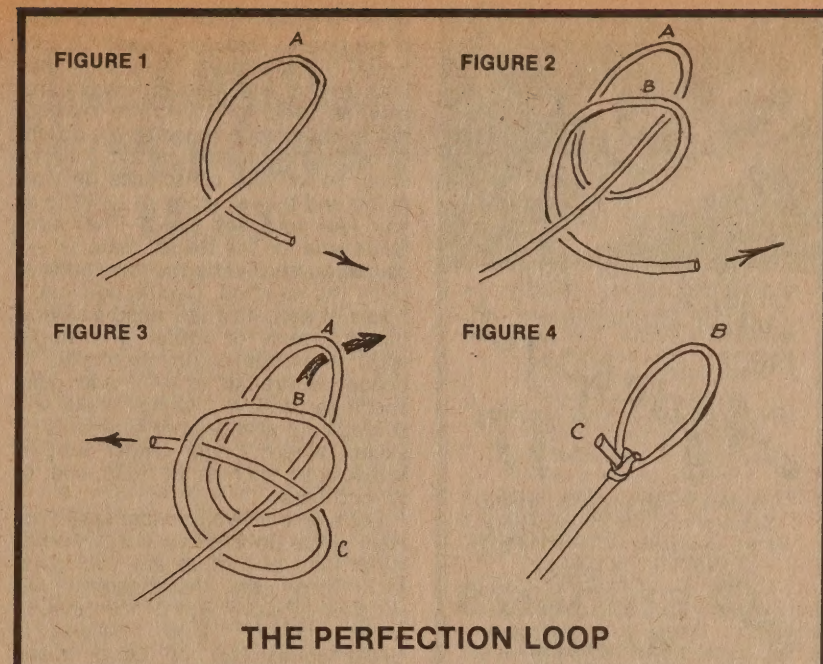
Endless questioning, trial-and-error attempts, and plenty of perseverance finally resulted in our becoming educated, and we became adept enough to do our own work easily enough, and have since passed along our knowledge to whomever desired it. If you're interested, we'll try to teach you too.

First on the agenda is purchasing needed materials: the hooks and leader material, which are available at most well stocked tackle shops, or from a mail order house. Choosing the hooks you need can drive you up a wall, if you let it. There are literally thousands of styles, patterns, and sizes from which to choose. Starting from scratch, as we did, you may very well end up with many hooks you cannot use, as we also did, wasting money that could be put to better use. Did you ever see a Sneek hook? It has a square bend, and I don't know what the purpose of this type of bend is, but I inadvertently purchased several boxes of them once and have never used them. So don't make the same mistakes that I did, and save some money.

Mustad, the world's largest manufacturer of fishhooks, boasts over 3,000 patterns, many made to special order, but we do not have to be concerned with very many—especially as far as bottom fishing is concerned, although there is a definite need for various sizes. The average fisherman, need be concerned with only two styles: the beak, or claw-type hook, and the Virginia hook, for blackfish. Some fishermen even dispense with this specialized blackfish hook, going with beak hooks here also, but this is one particular instance in which I firmly believe that the specialized Virginia style outperforms all others when it comes to hooking and holding those wily tautogs.

So now we only have to contend with two different hook patterns, although size, length, and styles must be determined. Once size and length is determined, you've won half your battle; although later on as you become more experienced and professional, you might also want to experiment with the various styles of hook eyes (such as ringed, turned up, turned down), or shank styles (plain, short, long, barbed), or even finishes (bronzed, blued, tinned, goldplate) that are also available in every size and pattern. The choice will be yours at some later date, but you can see how easy it becomes to amass a collection of your own, once you get "hooked" on hooks.

Hook sizes are standard, and are categorized by number: the larger the number, the smaller the hook. Thus, size 20 is smaller than size 18, which in turn is smaller than size 16, and so on, down the line, until you get to size one, which is the largest size of the



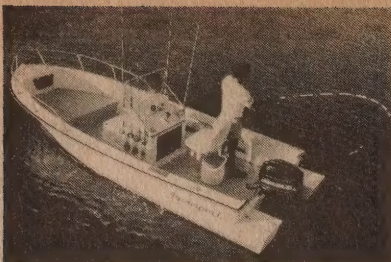
hooks in this category. Anything larger than size one has an entirely different method of size classification, becoming a fractional number that denotes the larger hooks by larger denominators, so now a 1/0 is smaller than a 2/0, which is smaller than a 3/0, etc. Got it? For example, you might want two different sizes of the same hook for two different fish; say a size 8, long-shanked, tinned or nickle-plated beak hook for winter flounder, and a size 3/0 long-shanked goldplated beak hook for summer flounder, or fluke. Here the small number 8 will be ideal for the winter flounder's small, rubbery mouth, and the 3/0 for the fluke's large, bucketmouth. The fact that in both cases we suggest long-shanked hooks is due to the ease of handling ingested baits in both species: the small winter flounder has a habit of swallowing bait deeply, and a long shank facilitates easy hook removal, while with fluke, this same long shank will

keep your fingers away from that mouth full of savage teeth they boast.

For leader material, do not try to use regular nylon monofilament line. It is too limp and supple, and will not keep your hooks standing out from your line, as nylon monofilament leader material will. Don't let the similarity in names fool you, although both are actually nylon monofilament; nylon is the material they are made from, and monofilament merely "one strand." They are as distinctly different in characteristics as night and day, so do the job right, and buy the pre-cut, measured lengths of leader material made specifically for the purpose of snelling hooks. This leader material is especially made to be much stiffer than fishing line, and will not curl or twist easily, reducing tangles to a minimum.

Once again, you can purchase this leader material from the same places that you can purchase bulk hooks

(Continued on next page.)



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from: a good tackle shop or a mail order house. Midland Tackle Co., 66 Route 17, Sloatsburg, N.Y. 10974, has both hooks and leader material for sale; so send for their free catalog. Hooks can be purchased by the dozen, or by the boxful (100 per box, of one size); so let your conscience be your guide and buy as many or as little as you feel you may need. The same holds true for the leader material—it can be purchased by the dozen pieces or by the hundred. Decide how many hooks of each size you need and how many strands of leader you might want, in each strength, then order it. Leader is pre-cut to 47", and most snells for bottom fishing hooks will average out at three per each strand, except where longer leader lengths are desired, such as for fluke, cod, or striped bass.

Let's take a hypothetical case: you want to tie up a dozen porgy hooks. What kind of porgies are you going for? Those 'big, humpbacked sea porgies of Peconic Bay or Montauk, or those smaller, "sand" porgies of Great South Bay or Long Island Sound? The choice is yours, but each size calls for a different sized hook, so judge accordingly and select the proper size for whichever species you choose. If your choice is the smaller battlers, a beak hook in about size four should be good, with leaders of 20 lb. test. Select twelve hooks of that size and style, and four strands of that particular leader material, and let's get to work.

First, lay the hooks aside for a moment, and cut each strand of leader material into three equal parts. This will give you twelve individual leaders, each slightly shorter than sixteen inches each which, when snelled, will give you hooks tied to the proper length for bottom fishing—about fourteen inches long. Now take one of those pieces of leader in your left hand, holding it between thumb and forefinger about three inches from one end, leaving the longer end facing left. Make a half-hitch, and pinch the two strands of leader between your thumb and forefinger, holding them tightly together (Fig. 1).

Still holding the two strands tightly together at their junction, lay a second half-hitch, slightly smaller than the first one, directly over the original one, and pinch this, too, between your fingers, holding all three strands tightly together, with about a half-inch left over (Fig. 2). Still holding everything tightly together in your left hand, bring the tag end between the first and second half-hitch so that it projects slightly beyond the circumference of both loops, and now hold all three strands tightly together; reach under the original loop and grasp the second loop, pulling it steadily through the first while maintaining a firm grip on all three strands (Fig. 3). When pulled completely through, you should have a completed Perfection Loop (Fig. 4). Clip the tag end about an eighth of an inch from the loop; this will give you a

knot rated at about seventy percent of leader test strength, and that short tag end will prevent the knot from slipping out; in fact, jams it tighter as tension increases, in the same manner in which clinch knots function.

Of course, if you're naturally left-handed, simply substitute hands as instructed, and follow through in that manner. Now that you've gotten all your leader tied with end loops, let's get on to snelling the hooks. You can use a simple clinch knot, looped through the hook eye, and snubbed up tight, and it probably would serve you well enough. But why settle for well enough, when we can strive for the best, right? So, assuming you would like to do things in a professional manner, let's try to snell those hooks exactly like the store-bought ones.

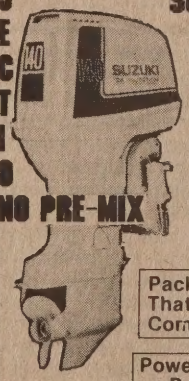
Take a hook, and lay a leader along the front of the shank, loop end up, about an inch above the hook eye, and once again, hold it firmly against the hook shank with your thumb and forefinger. Now take the end of the leader, and bring it around in a circle until about an inch laps on upper part of the leader, but below the hook eye (Fig. 1A). Keeping the two strands of leader pinched onto the hook shank, encircle the leader and hook shank with the leader (Fig. 2A), holding that tag-end tightly. Make the first complete wrap fairly tight, then proceed to make four more complete wraps, laying each one below the other, from top to bottom, holding all wraps tightly, together with original strand and hook shank (Fig. 3A).

When all wraps are completed, pull leader upwards by the loop, causing remaining leader to snug up tight through all five wraps, and creating a hangman's noose effect (Fig. 4A). Snug up the knot tightly and evenly, and clip the tag-end to within another one-eighth of an inch, which will ensure knot from pulling loose; once again along the same principles of the clinch knot.

There you have it: the complete professional snell, as best as I could describe it. Try to follow directions as best as possible, and refer to the drawings. I'm sure that you'll soon be able to tie your own hooks easily, in a short while, if you practice a bit.

If you carry some hooks with you, you can tie them as needed. Get in the practice of placing them in empty prescription bottles, the plastic ones with foolproof caps. This way, not only can you stow a large assortment in your tackle box to meet almost every need afloat, but those hooks will never get rusty, assuring you clean, sharp hooks every trip. A few leaders, pre-looped, placed in a plastic sandwich bag, will be conveniently at hand whenever you need them, and also will not cause any tangles. Carrying several different lengths, in assorted strengths, will furthermore assure you of the correct leader whenever you need it and you can display your prowess for all to see and admire.

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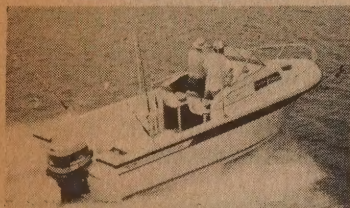
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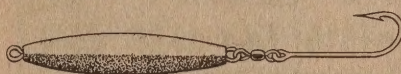
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MONTAUK

★ **BEST BET** ★

COD

Capt Mike Stedman running the **Marlin V** this week tells of fair codfish catches early in the week but slowing down on the weekend due to the strong wind and rain storms which were bestowed upon us. Mike says there are very definitely fish around but they will only be caught with some calmer weather affording better fishing conditions. Mike says catches will most definitely pick up at that time. The water is still icy cold. There are not many trashfish around which is another indication of the icyness of the sea water. Mike says there will be a fair run coming in about a week if the warming trend continues. Frank Domzowski caught a 50 lb. cod on Wednesday, which was his birthday.



**GREAT
SOUTH BAY**

★ **BEST BET** ★

COD

CAPTREE

Things are humming at this big port on the Great South Bay with both open and charter boats starting to hum with pre-season activity. The **Capt Eddie B** and the **Lady Ann** are getting finishing touches mechanically along with fresh paint.

Capt Roy of the charterboat **Blue Albatross II** tells us that his boat is in the shipyard right now being all spruced up and put in Bristol condition for the coming onslaughts for his charters. The **Rendova Island** tells us that his choice flounder dates are filling rapidly and advises early bookings for this season. The **Capt Bob Joseph** had several cod early in the week but catches dropped off later on with the crummy weather. The skipper says that his first flounder trip with be March 14th, Saturday, at 7 a.m.

In general, a few cod were picked up by boats pursuing them this past week but due to extremely low sea water temp. continuing and strong winds, catches were really nothing to write home about.

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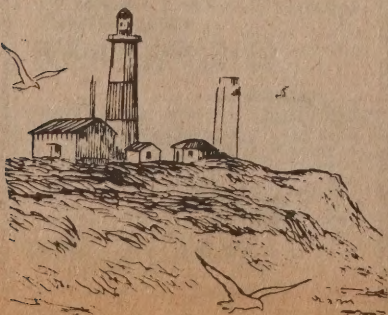
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BAY SHORE

Capt Neil of the **Casey Lee** called to say that the ice is gone from the bay and the boat will be making the first flounder trip of the year on March 7th and will be sailing Wednesdays, Fridays, Saturdays and Sundays for th first two weeks of the season and will then start sailing daily after March 20th.



**WEST END
SOUTH SHORE**

★ **BEST BET** ★
COD

FREEPORT

Capt Billy Lindroth of the **Capt Al** tells us that his weekend trips were cut very short due to the horrible sea conditions and the thick fog on Saturday. Thursday and Friday however a few nice size cod were brought up. Howard Beach regular Pete Wenskus bagged a 38 pounder while father and son team Peter Thorn took a 30 pounder and Art Thorn followed

close behind with a 24 pounder. This was the famous Thorn team of Ozone Park. On Thursday, Wenskus scored with a 30 pounder. He is one of the few people around that fishes with a sidewinder reel.

The **Capt Gary** called to tell us that for the 1981 season he will be sailing from the famous Poop Deck Dock, at the head of Woodcleft Canal. Gary will start sailing his charters at the beginning of April and is busy getting his boat into shape. Congratulations to Gary and wife on the birth of their son Brian born January 5, 1981. We do not know how much Brian weighed at birth or how big he was but we assume that he was a keeper.



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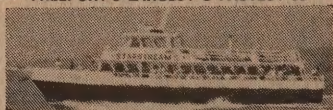
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EDITORIAL: Wetlands Acquisition

(Continued from page 2.)

that the \$18 million of 1972 isn't worth \$18 million anymore because of inflation, but that's a truism for all of us. Incidentally, that land is worth more today, too.

Will the acquisition program be terminated prematurely? No! The lands will be bought and the wetlands secured for our descendants. However, since much of the available wetlands have been picked up by other groups with similar conservation-minded intentions, fewer acres are now available. However, the key is that the wetlands have become protected.

We could easily pick at the DEC on this one; we certainly aren't afraid to butt heads with those folks. Over the years we have had reason to assail them too. But not on this one, simply because they aren't guilty. We'll save our elephant shells for a real elephant. We can't ignore what inflation and bureaucracy will do to the best laid plans. There is a certain amount of uncertainty that we have to accept in all proposals. What really counts is whether or not the spirit remains to acquire wetlands as fast and as effectively as law and conditions allow. We're convinced that that spirit still lives at the DEC.

Spiller *G. Muller*

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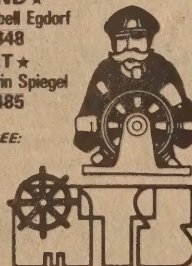
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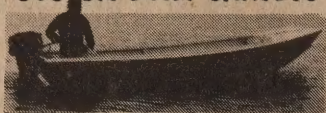
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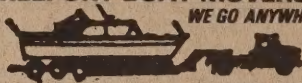
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becomes their personal piece of pride and joy, their very own creation. So it is with butt lengths and that, too, is one's own formula. But on heavy duty rods, reel seats play an important role. Merely clamping a reel onto a cork taped blank is asking for trouble. With the severe pressure placed upon that part of a shaft in such a short span, inner walls will fracture and it can occur on Ugly blanks as well. Therefore, reel seats on meat stick type rods are imperative.

Guide placement and quantity depends upon a rod blank's length. If the full length is utilized on a 7'11", tiptop is a #7 in size. From this point, the progressive span is as follows; top down 4", 4 1/2", 5", 5 1/2", 6", 7", 9", 11". Line guides are positioned thusly with sizes of 12mm, 12mm, 12mm, 16mm, 16mm, 16mm, 20mm, 25mm.

With the same number blank and four inches cut off the tip and five inches from the butt, the tiptop still remains a #7, but guide placement shifts. These measurements begin at the tip and travel towards the butt; top down 4 1/2", 5", 5 1/2", 6", 7", 9", 11". Guide dimensions follow in a similar manner: 12mm, 12mm, 16mm, 16mm, 16mm, 20mm, 25mm.

When ten inches have been removed from the blank's tip and five inches off the butt, it carries a #8 tiptop, with guides spaced slightly closer together. Here are the measurements: tip to 4", 4 1/2", 5", 5 1/2", 6", 7 1/2", 9 1/2". These range in sizes of 12mm, 12mm, 16mm, 16mm, 16mm, 20mm, 25mm.

Although there are several manufacturers of efficient aluminum oxide guides available, three-legged Fujis seem to withstand the greatest abuse while on these fashionable Ugliers. This particular style guide raises the line high above the blank, preventing friction on the shaft itself. With their heavy duty stainless steel frames, one could almost step on a guide and it will not deform. Furthermore, the inner friction ring has an illuminating coloration when touched by a light. A plus for night angling.

The formulation of such a tubular rod blank permits anglers to feel confident in what they have at hand. Such confidence just might result in a change of luck and will certainly tilt the odds in the fisherman's favor.



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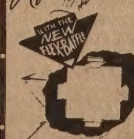
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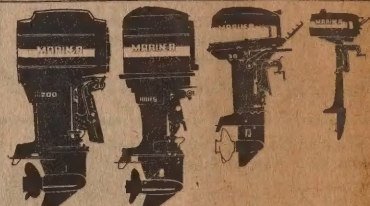
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1973 JEEP, CJ 5, 4x4, 15" trackers; 6 cyl. Three speed. Low mileage. Mint. \$2900. 277-2019.

NATIONAL SCENE:

(Continued from page 7.)

Friday; 11AM to 9PM Saturday, and 11AM to 7PM Sunday.

Field & Stream Tackle Guide Now Available

The "Field & Stream Fishing Tackle and Accessories Buying Guide," edited by your reporter, is now on newsstands throughout the country. I started this annual guide from scratch three years ago and it seems to be filling the need for a comprehensive review of all types of fishing tackle and accessories, with an emphasis on the new. Several anglers asked me at the Uniondale show about the availability of the guide, and I'm pleased to report that it is now in distribution. The 19 chapters include open-face spinning, spincasting, baitcasting, conventional tackle, fly tackle, line, downriggers, electronics, accessories and terminal tackle, lures, tackle boxes, and electric motors; plus interesting information on the tackle business, how to buy tackle, how to balance tackle, and a directory of manufacturers. Cover price is \$1.95, and I'm sure you'll find it worthwhile. Any comments or suggestions will be appreciated.

Free Shark Fishing Seminar

Shark fishermen, and those interested in getting started in that sport, should make a point of getting to the free seminar provided by the Newark Bait and Fly Casting Club at 8PM, March 3rd. The presentation will be made by Mike Tralies, proprietor of the Mud Hole Tackle Shop in Toms River, and will include a video movie. Methods will be discussed, equipment displayed, and questions answered. The site for the March 3 program is the Kingston Restaurant, 1181 Morris Ave., Union. For further information, contact Newark Bait and Fly Casting Club president, Bob Jones, Jr. at (201) 687-5432.



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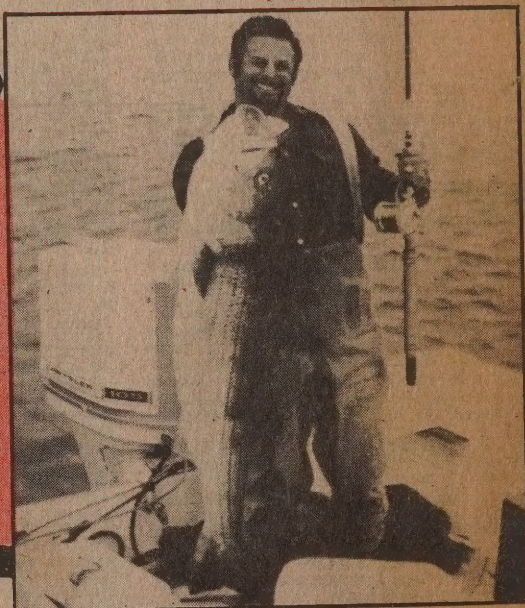
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SPECIAL!

Appearing at the AVA booth Sat. Feb. 28 and Sun. Mar. 1 will be AL RISTORI, Noted Sports Fisherman, Environmentalist and Sportscaster who will be on hand to answer all your fishing questions



Make sure to sign up for the FREE Drawing at 7 PM every evening for daily prizes of assorted AVA LURES with a special Grand Drawing Sun. Mar. 1 at 4 PM for an Electric Outboard Trolling Motor.

See the all NEW "AVALUME"™ Glow-in-the-dark jigs and all the original lures with Built-in Free Swinging Swivels. We wrote the book on single hook jig fishing. AVA LURES are used and endorsed by more charter and party boat captains than any other lure

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